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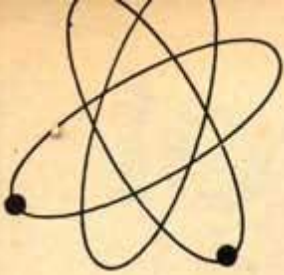
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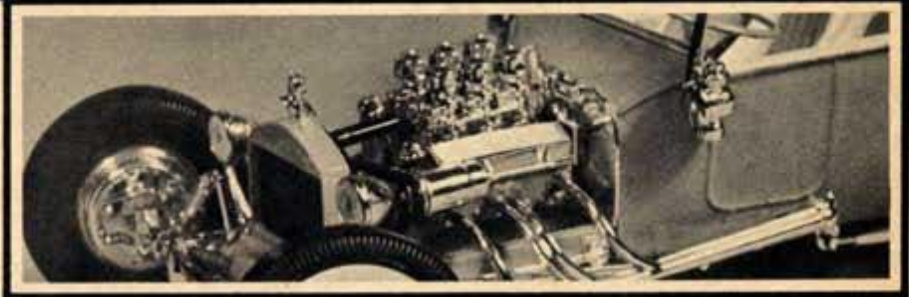
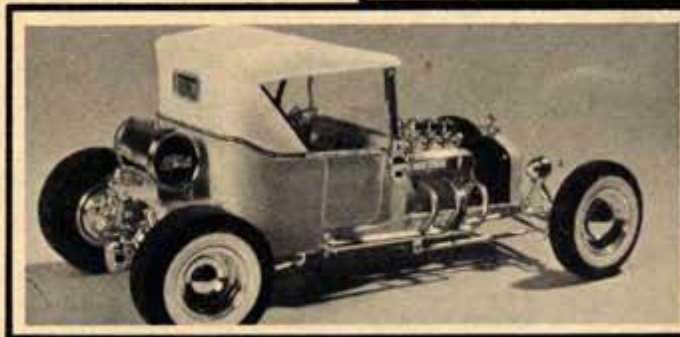
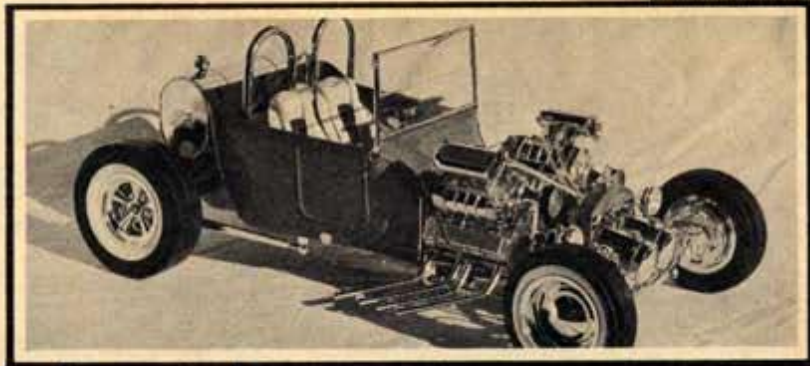
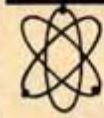
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ART DIRECTOR

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ART ASSOCIATE

Jim Miller
EDITORIAL DIRECTOR

Marvin Patchen
ADVERTISING DIRECTOR

George Elliott
ADVERTISING MANAGER

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model car *Science*

Volume 4, Number 5

May, 1966

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ON THE COVER — The ghoulie-looking little goodie that resembles a surfboard-on-wheels (yeck!) is one beach-fiend's version of the Drag-u-la. The photo was shot by the Kustom King, George Barris, himself. Chan Bush, Boy Photographer, snapped the big, boss buggy. And Bob Schleicher had his camera run over by the chargin' Ferraris.

EXTRA!



RACING NEWS

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TAKE YOUR TURN

I'm rewinding a Russkit "22" motor. How many turns of wire should I put on each pole? I'm using Simco's 200-32 wire. The motor will be geared about 4.5:1 Should I epoxy the armature?

Bruce Abler
Paramount, Calif.

About 85 to 90 turns of #32 wire should fix you up, Bruce, if your track is battery operated. If you're using a regular transformer, about 120 turns should do the trick. Rewinding depends a lot on personal taste. Just remember that the hotter your little bomb gets, the less chance you have of making it to the finish line! Reliability always suffers from radical hop-up steps. Do it a little at a time. If the rewind job still does not suit you, go a little wilder with the windings. Good luck.

TOTALLY DISGUSTED!

Without mentioning names, I'd like to shoot a large-size complaint against the manufacturers of some of the "supposedly" super-detailed static kits. I'm quite sure the use of plastic slicks have set the model industry back fifty years! Someone tell these people that tires are supposed to be made of rubber! Plastic looks ridiculous! Also, chassis detailing is achieved by nut and bolt copying, not by writing on the muffler! If this is what modeling is coming to, I'm getting out!

Dave Howell
Oak Park, Ill.

You tell'em tiger! It usually takes a lot of vocal gymnastics to shake the manufacturers up! Your best bet (and you other readers pay attention now!) is to write directly to the factory. Just tell them, in plain language, what your complaint is, and offer some solution to the problem. Tell them what you'd like to see in new kits. They really appreciate letters like these, as it gives them some idea as to what the customer wants to see in the future.

POWER BRAKES — YES OR NO?

A writer for another mag (forgive me, but I occasionally glance at something other than the only true model mag — MCS) recently gave power brakes a blast. He said he had no use for them at all, and thinks they should be banned. What is your viewpoint on this? I use a Rayline power brake kit, and wouldn't be without

one! My lap times have been lowered a lot, by using one — more so than anything else I have tried. So what's the big complaint against them?

Rick Richardson
Montreal, Canada

There's not enough room to go into it here, Rick. Why not turn to Speedy Gonzales' column? Read what The Great One has to say about this uproar!

MODEL CONTEST

How can I enter your model contest? I've got a sure winner all built, but don't know how to go about getting it in the mag!

Steven Oahden
Sacramento, Calif.

Send a sharp black and white photo (no color please — we can't use it) and a short description of the car, to the Editor, MODEL CAR SCIENCE, Delta Magazines, 131 Barrington Place, Los Angeles 49, Calif. 90049. That's all there is to it!

A GRASS ROOTS PROBLEM

I am building my own slot racing track. Please tell me the most effective way to hold artificial grass in place on the board. Incidentally, I read your magazine each month. It's tremendous.

Gary Wigfield
Knoxville, Md.

Thanks, Gary for that nice compliment. We try harder, and we're in first place, not second! How about that for integrity! Try spray glue on your board. Apply it straight from the spray can, then lay or sprinkle the grass in place. Great for gravel, sand, etc., too. You can buy a can of this glue in nearly any hardware store or lumber yard.

INFORMATION, PLEASE

The 1966 MODEL CAR RACING HANDBOOK has a great article on building a home track. However, where can I buy the braid, how much does it cost per 100 feet, and where do I get the heat applicator? Also, what happened to the bill of materials that was supposed to be supplied with this article?

John Monners
Shakopee, Minn.

The braid is Cox Stik-Trak, 3/16" wide by .020" thick. It costs \$15.50 per 100 feet, and sells under part number #3175-1. The applicator is Cox's too, and costs \$3.00, selling under part number #3169. This tip slips into a 200 watt "American Beauty" soldering iron. The braid is merely laid in place and the applicator applied to the top surface. The glue that coats the underside of this braid melts immediately, forming a very secure joint between the braid and the track. If you can't get these items

locally, send your order to one of the mail order firms that advertise in our pages. The bill of materials was inadvertently left out of the article. Any one who needs this, send a long, self-addressed, stamped envelope to Speedy Gonzales, Delta Magazines, 131 Barrington Place, Los Angeles 49, Calif. 90049. He'll send your copy right out, muy pronto!

HOW DO YOU ADD PHONE PLUGS?

I just bought a Cox Mark III controller. I'd like to add a phone plug to this. Could you please tell me how?

Joe Breitenbach
Convent Station, N.J.

Just turn to this month's installment of building a custom track, Joe. Wiring is covered in detail, and even includes your controller situation.

CONTROLLING PAINT "TEMPERATURE"

Is it necessary to use gold primer before applying metalflake? Any information will be greatly appreciated.

David Walker
Bay St. Louis, Miss.

The use of a gold underbase will have a tendency to create a "warm" color through the metalflake. A silver underbase will provide a "cool" or brighter illusion. Both have their place, and experimentation will give you the answer.

STATIC BUILDER'S DELIGHT

First of all I'd like to say that I'm no "kid." However, at the age of 53, I still like to build models. (So does Steve Urette, the boss at MODEL CAR & TRACK — he's the world's oldest living editor — or maybe he just looks that way from the swinging way he lives! — Ed.) When I was a kid I owned a '29 Ford pickup. Does anyone build a model of this great old timer?

Edwin Fraser
Detroit, Mich.

Revell makes a beautiful version of this car, Ed. This is your lucky month, because we've picked this car to do a complete "rework" on. It should be in this issue. Go ahead and drool!

THE MCS CONTEST

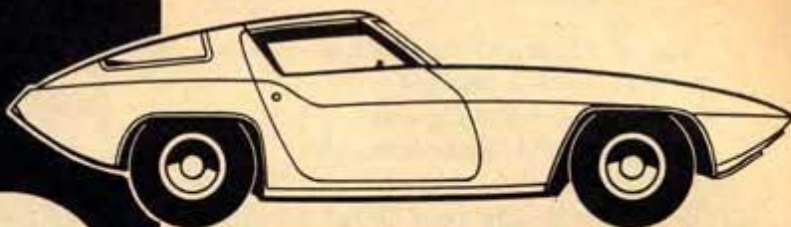
I'd like to enter your model car contest. Do I send the car, or just a photo? Where shall I mail the material? Also, how many times can I enter?

Lane Smith
Beaver Dam, Ky.

Don't send your car, Lane, just a clear, black and white (no color shots please, we can't use them) photo, and a few words about the car. We'd like

Continued on next page

pre-assembled and ready to race...



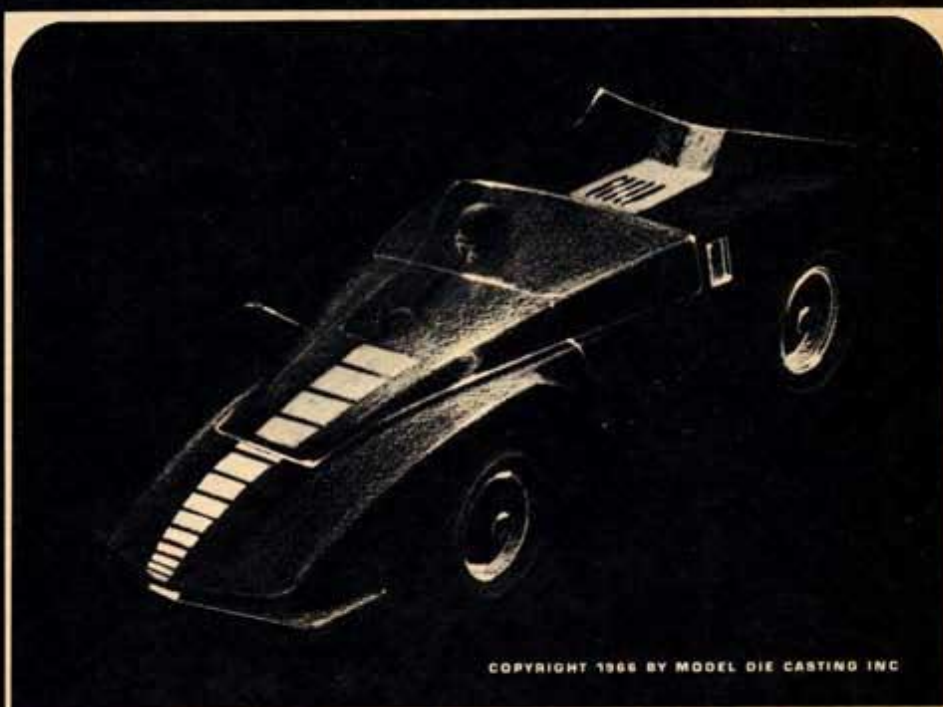
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Continued from preceding page

to know what parts you used, how long it took to build it, and things of that nature. The photo can be any size, as long as it is clear, and black and white. You can enter as many times as you wish. The prize is a \$25 Savings Bond, so get those photos in! Send to The Contest Editor, MODEL CAR SCIENCE, 171 Barrington Place, Los Angeles 49, Calif. 90049.

PIN PICKUP — BAH!

I have to disagree with your recent article favoring "pin" pickups! First, when you spin more than half way around, the car could go the other way. Second, the pin would wear down considerably in a matter of hours. Third, on a rough track you've got problems keeping the car stable.

To keep the pickup pointing straight ahead I put a hairpin spring on it. Sometimes the motor wires leading to the pickup act as a spring. I would appreciate it if you would print this, so the midwesterners will know how I feel about their pin pickups.

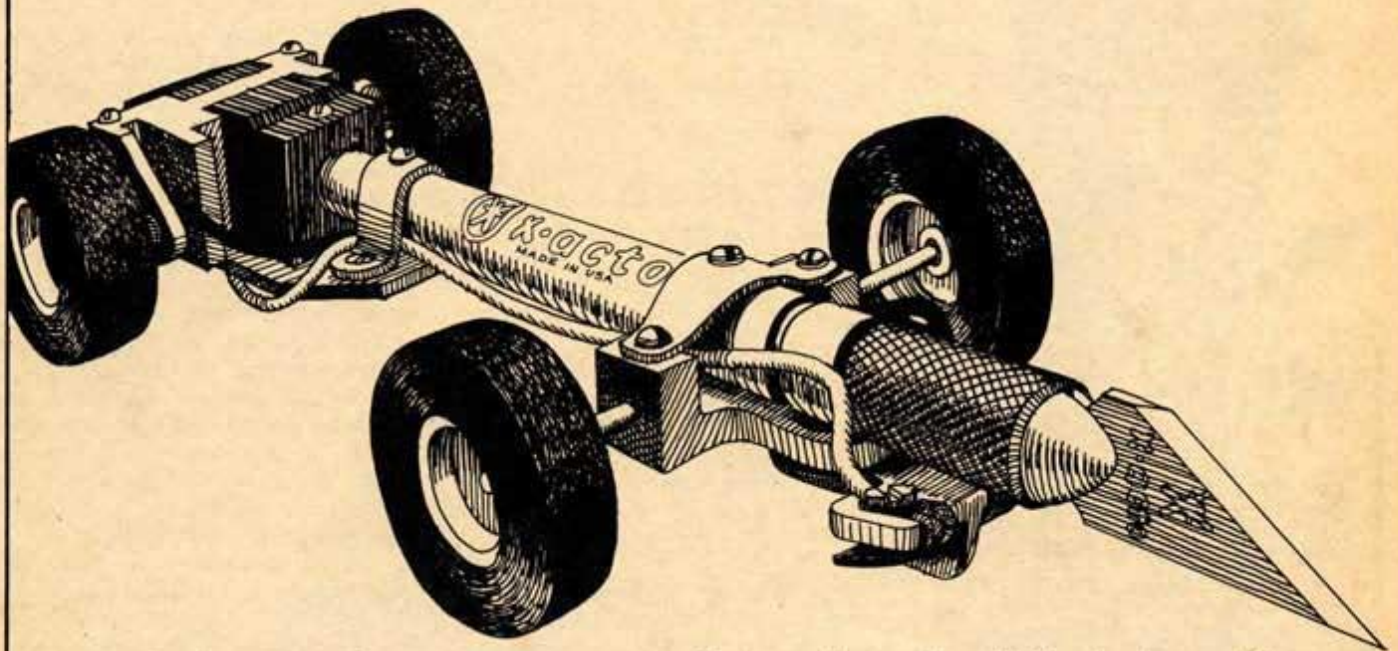
Steve Scott

Ray, Utah

We are printing your letter, Steve, but must take issue with you on all points! First, if you have gotten yourself into a situation where your car is more than half way around you'd have spun no matter what kind of a pickup you were using, unless you are depending on the flag hitting the frame hard enough to bounce the car back on course. If you are depending on this, you are losing valuable time on the course, believe me. The fastest way through a corner is with a lot of traction and a minimum of drift. If you're going through with the tail hanging way out that far, you're losing time, anyway you hack it! Second, you have evidently not used a pin pickup! Wear is negligible. Nylon is an extremely tough material! Third, the article stated that the only time the pin pickup is uncomfortable, is in an extremely rough slot — a rare sight these days indeed! And finally, the practice of using a spring arrangement to keep the guide pointing straight ahead is illegal in a great many clubs, particularly the larger, well-known national clubs.

The secret, of course, is to use whatever allows you to go the fastest! If you're uncomfortable using a pin, by all means use a good guide shoe. Remember, our writers are stating what works best for them, and commenting on the things they have seen during their travels.

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THE WORD from the PIT

By SPEEDY GONZALES
(Fastest Thumb in the West)

Mike Morrissey, one of the Russkit team boys, now writes a column for one of the other model mags. Some of his comments in a recent article really caused me to flip my mustache! He takes a real blast at power brakes, ending up with "Power brakes jes' ain't fair!" I couldn't disagree more, Mike. Ray Hoy summed it all up, as far as I'm concerned with this. "Disc brakes were not outlawed because they do a better job of stopping than drum brakes, on *real* cars! The object of the game is to get around the track in the least amount of time".

Mike feels that by using an outside power supply (which is exactly what power brakes do) to get around the track faster, the person using this item is in essence, cheating! I greatly respect Mike's driving ability, and recognize that he is entitled to his opinion. My feeling on the subject is this. If you can do something to the car to reduce lap times, without changing the scale appearance, then fine! Do it! When you have to go to huge, oversize doughnut tires, and tread dimensions that make your car look like a "dune buggy", then amigo, that's the time to stop!

The fact is, power brakes don't change the appearance of the car at all! They just do one thing — stop the car in a shorter distance, and in my book, that's great! Offer a driver a *real* grand prix car's brakes that will stop his machine faster, and see what his reaction will be! Hoo boy! He'd kiss you on both cheeks!

As far as Mike's remark about using an outside power supply to make the car go faster, I can only say this. That slot car is *not* an internal combustion machine. The motor in it *depends* on an outside power supply *already!* Just *why* is it permissible to use an outside power supply to make the car go, and not be able to use one to make it *stop*? What do you readers think?

I received a letter of rage from Robert Cordes, of Ft. Walton Beach, Fla. He listed about a half dozen faults that he

found in four major manufacturer's racing machinery. Bob says he can't understand why he should have to lay out an additional \$5 to \$7 just to correct the faults of a car that was supposedly made for competition. I agree wholeheartedly, Bob. Write the boys who make the cars you find fault with, and give them some noise!

Robert Gaddy dropped me a line recently. He hails from Berwick, La., and in case you think slot racing isn't popular there, I wish you could have read his letter! Bob wants to know why more multi-motored cars haven't appeared.

The sad fact is, multi-motored cars have been around for years, particularly in England. However, I for one have never found too much of an advantage in using a twin (or more) motored car. Four wheel drive is fine, but this can be accomplished with *one* motor. I know it sounds logical to believe that a car with two motors would go twice as fast as one with only one motor. However, in actual practice, it just doesn't work out that way. There are more gears being used, and consequently, more friction, not to mention weight. If the car is *properly* designed, a winner could be built around a car with twin motors. There will be an article coming up shortly in our sister mag, MC&T, about multi-motored cars. Watch for it.

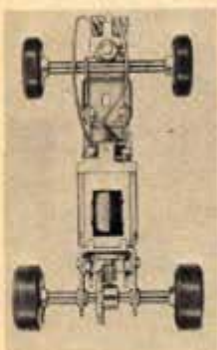
There are a lot of pro's and con's flying around about American Model Car Raceway's steering wheels on their commercial tracks. Some people like 'em; some think they're for the birds. Usually it seems to be the newcomers who like the idea. The long-time "hot handler" is just too used to the time-honored controller.

I feel that really serious racing cannot be done with the steering wheel-foot accelerator because they're just not sensitive enough to properly control a fast car! However, the new tracks provide a phone jack *too*, so nobody's hurt. If you don't like the steering wheel, use your controller and ignore it. The steering wheels are probably o.k. for families who come into the center to give racing a whirl for the first time. If it helps generate business for the proprietor of the store — fine, by all means use it. As long as they don't eliminate the phone jacks!

I'm not a radical nut, I just want to see equipment on the market that is best for the *sport*, as a whole. If steering wheels are the way to go, and can generate business for the commercial track owners, then I'm all for it. Without the commercial tracks around, there would be a tremendous void that home tracks would be hard put to fill. We can't afford to lose them.

See you next month.

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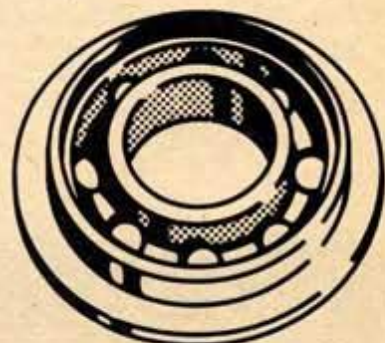
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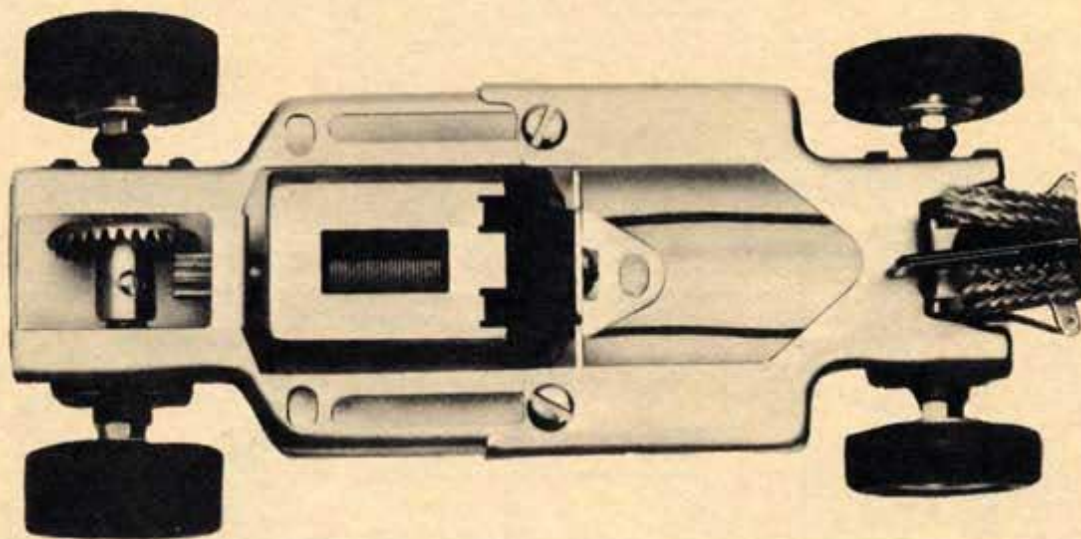


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STROMBECKER steps up the pace of the race.



BARRIS KUSTOM KORNER

Must a model builder make a decision between detail and design? Does he have to make a nail-biting choice between realism and originality? The reason I'm asking, is because a few myopic modelers have lately been making some static on the scale-scene with this very question. And if they've got you wondering which way you ought to go, let me say a few words in an effort to clear the air.

Speaking with a certain amount of experience on the subject of car building (full-size and scale), it's my considered opinion that any good modeler ought to go for both. It should be rather obvious that if you can pick up points for detail, and also pick them up for a novel design, you're ahead of the guy who concentrates on just one side of the game.

Some cats are still going to want to know which is more important. Presumably, what they mean is which re-

quires more skill, or a higher level of talent. The answer to that should also be obvious. Detailing calls for one type of ability, while customizing requires another. Detailing is essentially copying (which, since it requires a keen eye and a steady hand, is certainly nothing to sneer at); while customizing is creating. It's rather foolish to try to rate one against the other; like arguing which position is the most important on a ball team.

If I were judging a contest (and I've done it many times), I'd of course be attracted by a car that featured way-out styling. However, I'd also expect to see some pretty boss detail before I'd pick that car for the top honors. That's the way I build them, and that's the way I pick them. Could you imagine me building something at Barris Kustom City that looked just great, but wouldn't move? Who'd buy it? Maybe some bird who's shopping around for out-sized paper weights. Well, it's the same way



with scale building. If a car isn't theoretically capable of doing the things that a full-size counter-part can, then it isn't a model car.

Now, having whipped that question into the ground (and answered some of my mail), let's move on to other things. First, what happened to the ZZR car? We've got the model finished, and would have done a story on it if Batman hadn't burst in on the scene. Suddenly, everybody's gone batty. That's great, of course; specially when you consider that our little, old Kustom City is the home of the Bat-car. As soon as things quiet down, and the Masked Modeler finishes his Bat-project, we'll unleash the ZZR.

As for other cars coming in the future, we've just finished a Plymouth Barracuda for a movie starring Fabian, Frankie Avalon and Annette (America's Sweetheart) Funicello. We're also working on the Green Hornet for a T.V. series of the same name (but that's all still classified info). And when you see the way-out wagon in Dean Martin's new flick, "The Silencers," I'll give you one guess who built it. And lastly, but not leastly, we helped give a new look to a '66 Comet, shown here, henceforth to be known as the "Escapade." A little on the wild side, wouldn't you say. And it works too.

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DRAG-U-LA

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MY MOTHER, THE CAR



© 1965 COTTAGE INDUSTRIES, INC.

1/25-scale kit of Jerry Van Dyke's 1928 Porter car, straight from the TV show of the same name. It's wild, it's fun, it's authentic!

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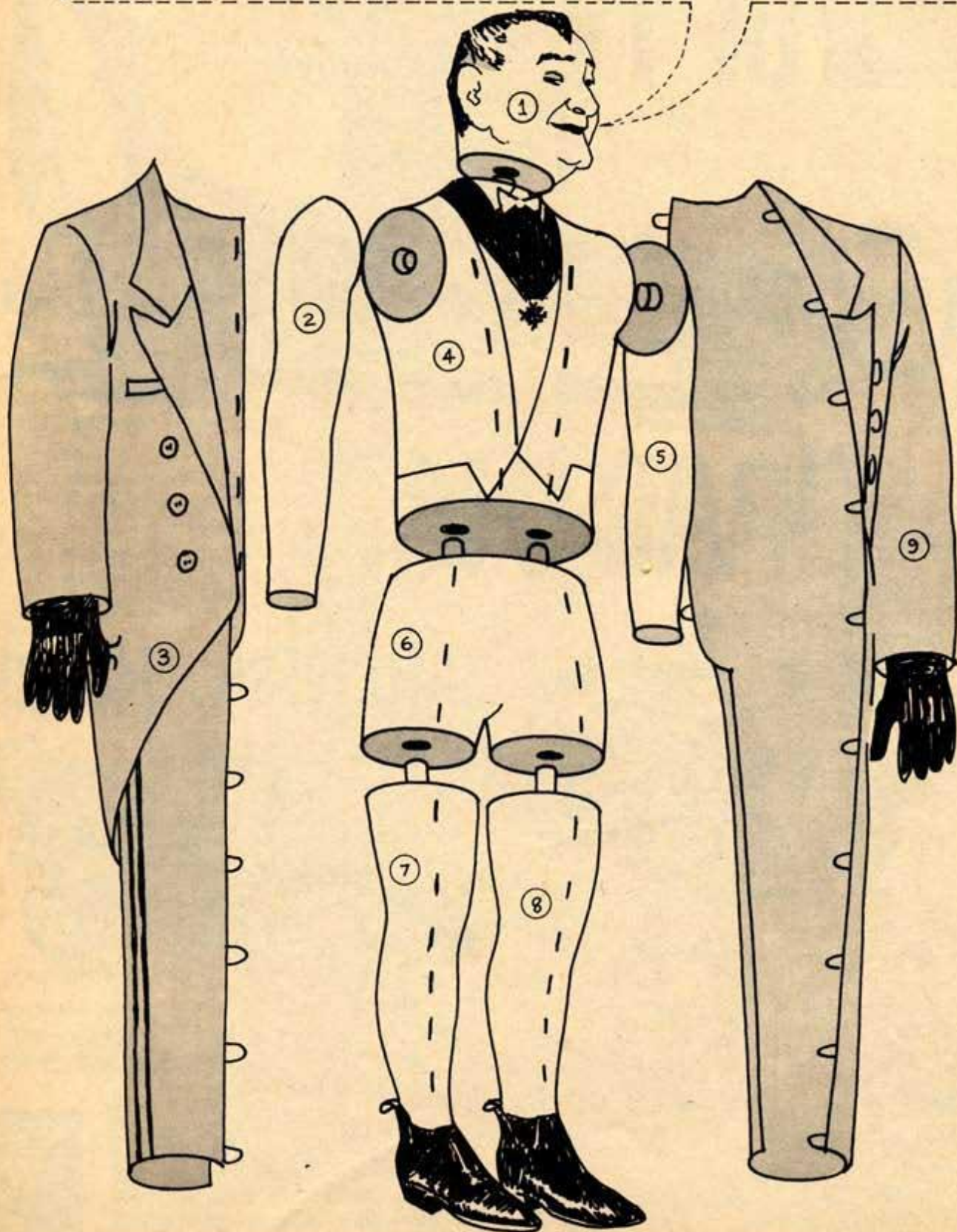
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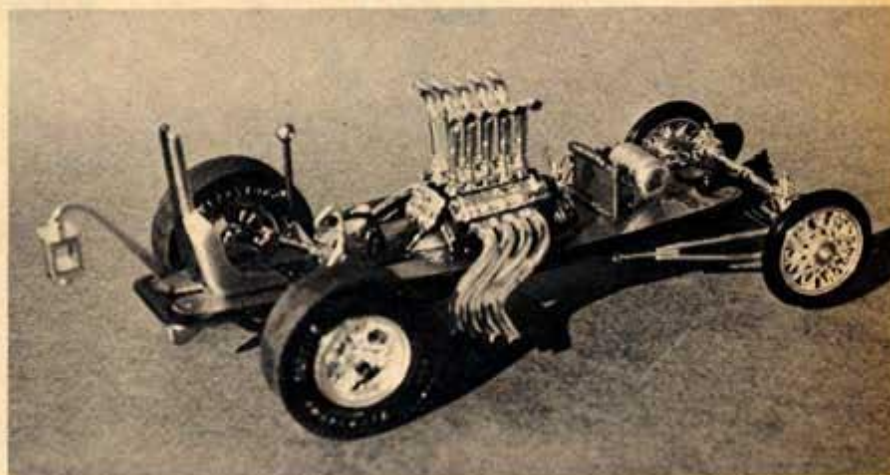


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I GET ALL DISASSEMBLED OVER IT!



"SUPER SUFFERIN' SURF SLAB"



Photos by Bob Kovacs, George Barris, and POPULAR GRAVEDIGGING Magazine

Here's one of the really revolting things you can do with Grandpa Munster's Drag-u-la.

BY MORT SHOOBERRY

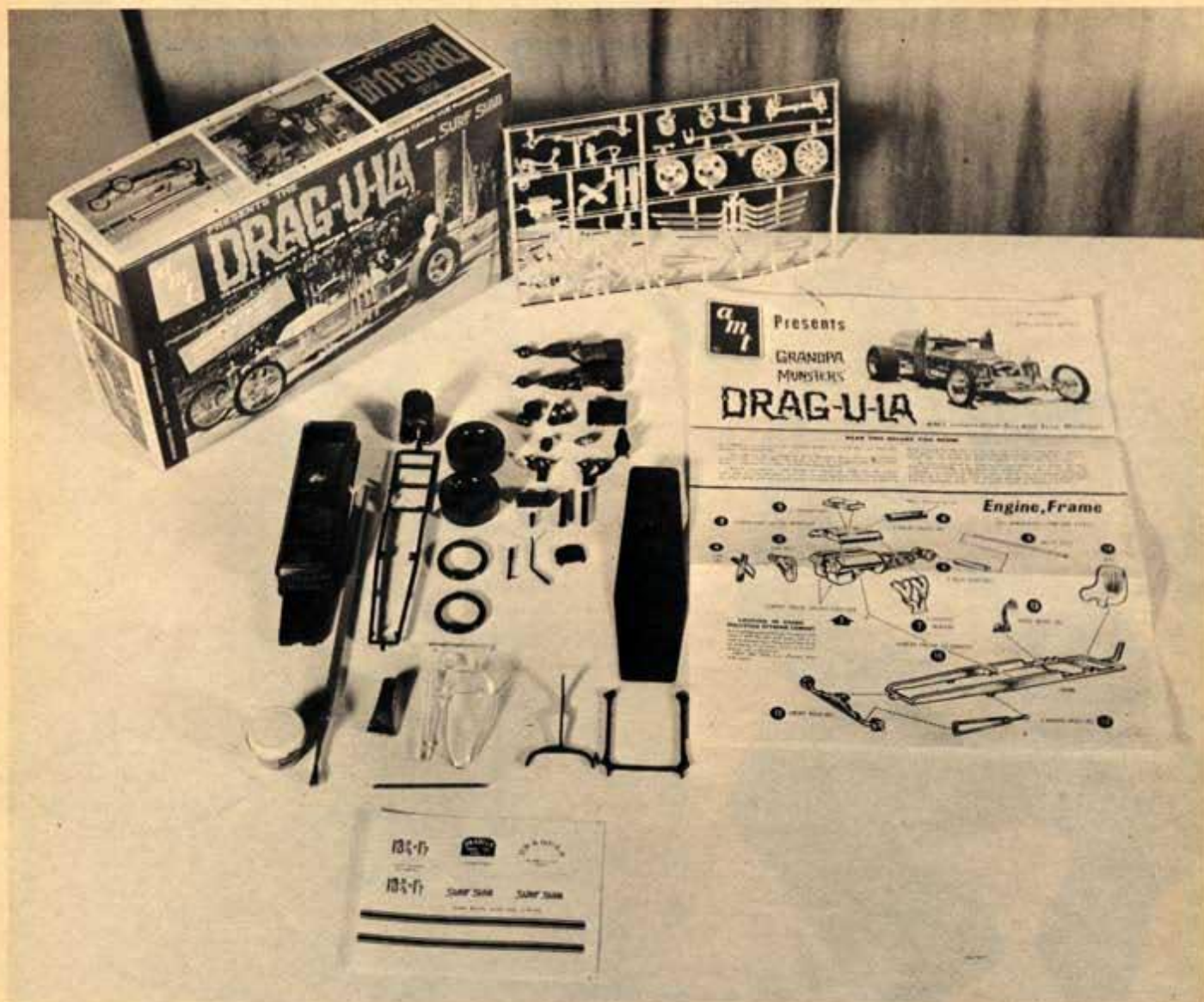
"Look Jack. Look Jane. See Grandpa Munster. See me in little bits and pieces. You can cut me out and paste me together. I can do many funny things. I can bite your wrist. I can keep you awake nights. I can turn your hair white. I can stunt your growth. I can . . . Hey, you with the scissors, come back here! What's the matter, you some kinda chicken maybe."

What happens to a big bad car buff, if the surfin' bug bites him? Well, until now, such a poor soul would have had to face the terrible task of choosing between the better of two worlds. Either wheels or water board; he can't have both at once. After all, take to the waves in a bobbed bucket, and he's liable to hang ten on a creamed camshaft.

But, as we said in the second sentence, that's the way it was until now. Thanks to that good ol' ghoul, Grandpa Munster, any cat with enough courage can roar off to the nearest rancid water

hole in real style. With a souped-up version of his "Sufferin' Surf Slab" you can get the best of both worlds . . . a condemned casket-lid surfboard, powered by a 285 HP Cobra engine, sporting organ tuned exhaust pipes, "Rader" wheels, and assorted speed goodies from the Drag-u-la.

If you're a Grandpa Munster fan, you may have noticed that he drives a pretty wicked coffin. You probably also noticed that AMT, who goes really gas for "ghoulie" cars, recently dug up a 1/25 replica of Grandpa's graveyard dragster. Among the weird little playthings that come with the AMT kit, there

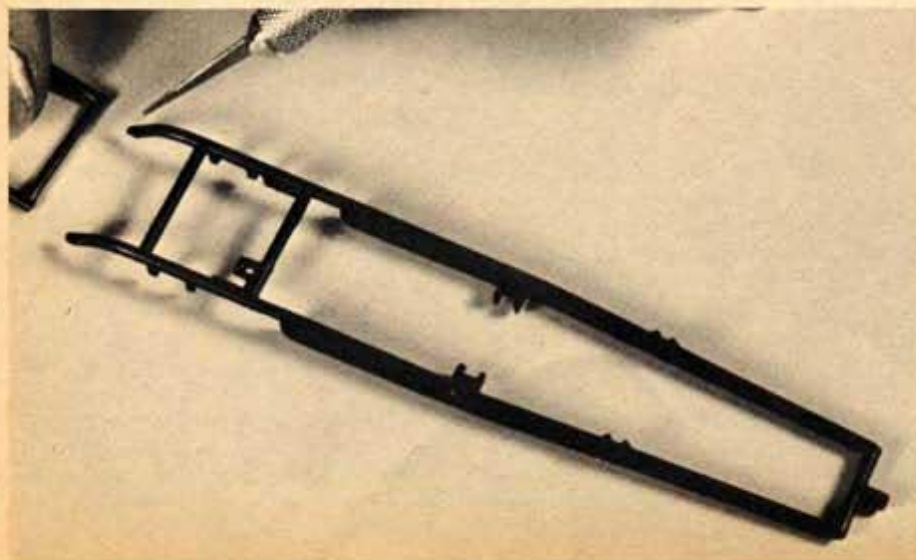


happens to be a mildly motorized surfboard, along with the necessary attachments for mounting it on the Drag-u-la.

Now, Gramps thought it was nice and all that; but not being one who heads for the beach scene, without some

strong motivation (all that sunshine and fresh air can ruin your health), he suggested a few changes. We made them, the way he wanted. The revoltin' result (double yek!!) is what you see here: "The Super Sufferin' Surf Slab."

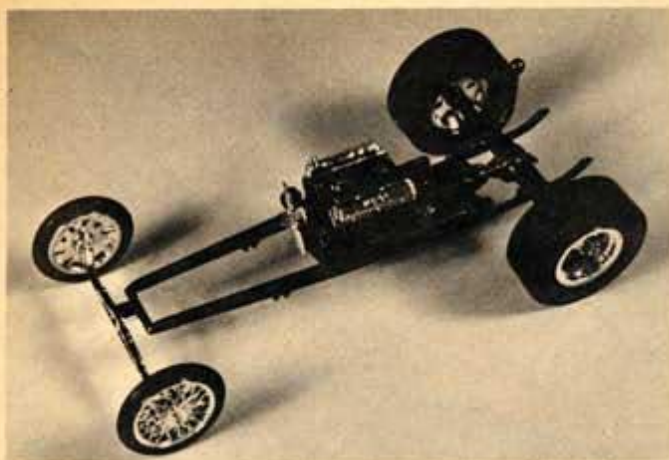
This is AMT's Drag-u-la kit. There are many nice parts. See all the parts. If you had this kit, you could see them close up. Go buy the kit. Even better, tell Jane to go buy the kit as a favor (you save money that way). If you had this kit, you could build something even better than the Drag-u-la. It is called the "Super Sufferin' Surf Slab!" Yek!



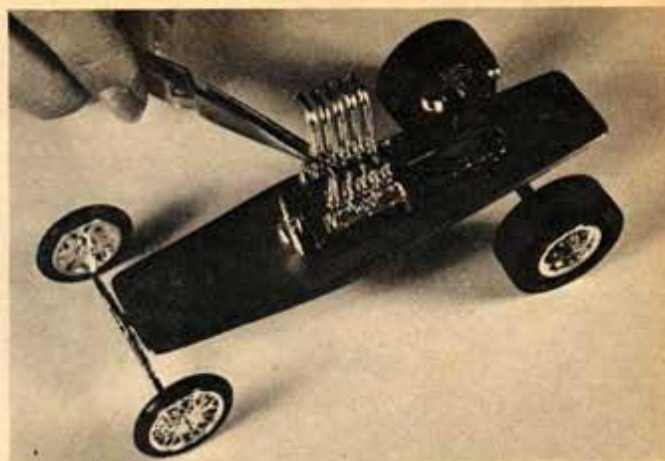
If you're interested in building a little Munster Monster for your very own (why, we'll never understand), here's a brief run down on the positively creepy things you'll have to do to a Drag-u-la kit.

Firstly, cut out the center of the surfboard to fit the Drag-u-la motor, from the fan to the rear axle housings. While you are fighting back the tears, next turn

While no radical scratch-building is required to unearth the "Super Sufferin' Surf Slab," you will have to make two somewhat major changes to the kit. For one, you'll have to trim off the last rectangle on the frame, bending the side rails slightly.



The running gear beneath the surfboard looks pretty much the way it does when it powers the Drag-u-la. You can see how the rear of the frame curves upward. It will help support the surfboard.



The second major modification you'll have to make, is to cut the surfboard to fit the Drag-u-la's engine. The cut should reach from the front of the fan back to the rear axle housings.

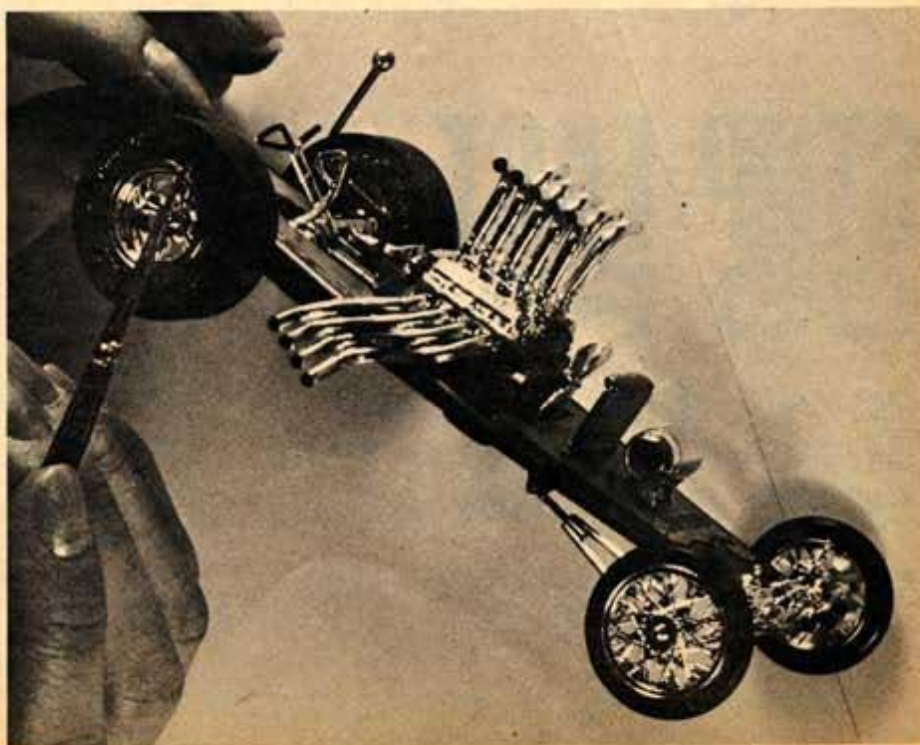
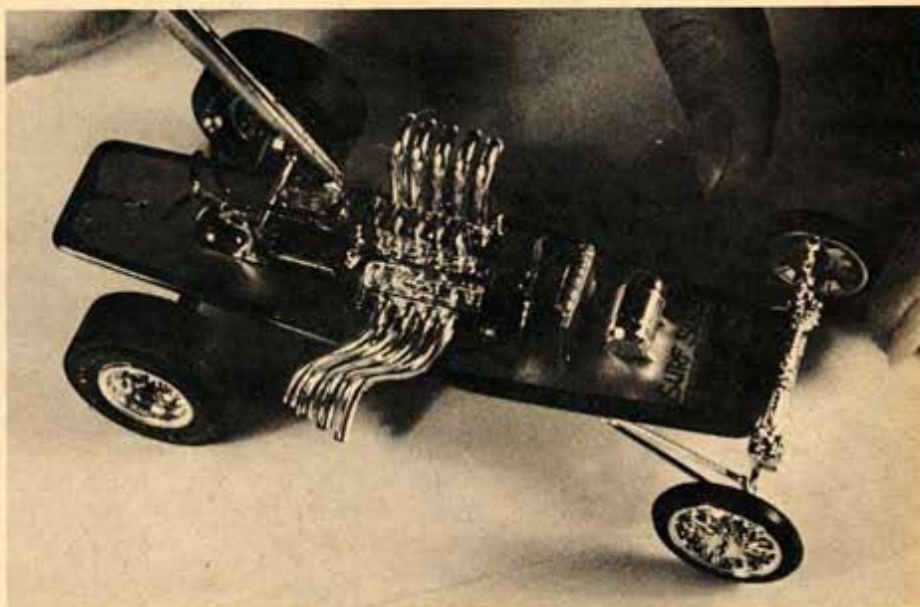
If you aim to duplicate our version of the Slab, you'll need an unused Munster Koach (!) and a well stocked spare parts box. From the Koach, you can lift the hairy exhaust stacks. The radiator came from a '27 "T", via the junk box. A long piece of steel wire produced the Pittman arm.

to the frame and trim off the last rectangular piece, as shown in one of the pictures. Bend the ends of the two side rails upward, so that they will support the surfboard. These two modifications are the only steps that differ terribly from the instruction sheet. From here on, you just assemble the frame, motor, axles, wheels, etc., as AMT would want you to.

There are, however, a couple of very minor points that you should know about. For example, the head lights on the Slab were once the tail lights on the Drag-u-la. Likewise, those hairy exhaust stacks were lifted from the Munster Koach (if you haven't got them, maybe you can fake it). And lastly, the radiator was scrounged from a spare parts box (probably once rode on a '27 "T"), while the Pittman arm was fashioned from a long piece of steel wire.

If you're a modeler, with a medium-to-large amount of experience, you should be able to handle the Super Sufferin' Surf Slab. But, if you're a new guy, you've got one sweet thrill in store (then again, it might seem like one long nightmare . . . just depends on how close to a ghoulie you can get and still stand it).

A properly done up Surf Slab is a mean machine for makin' it down to the beach scene. Finished in gold, with purple trim, it looks goulie enough to make the tide turn tail and head for deep water.

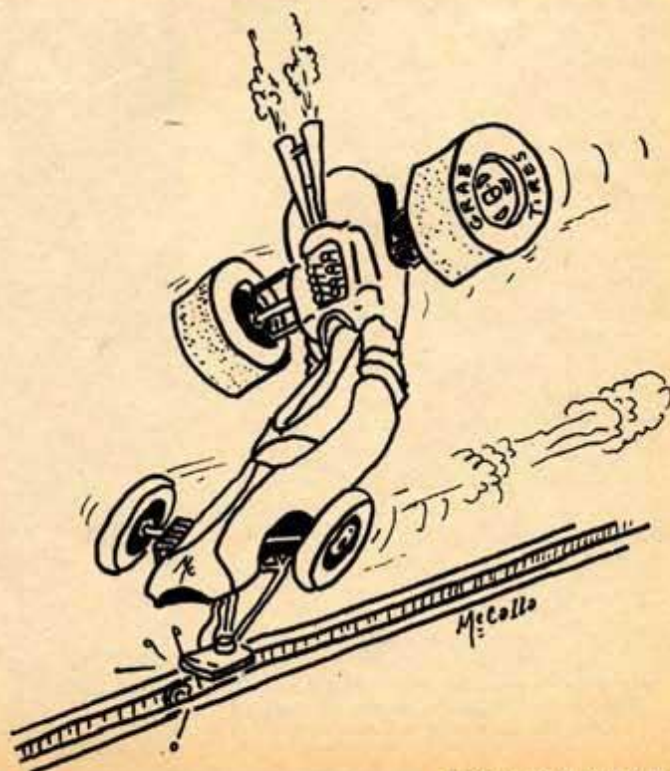




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BY MARC CARNELLO



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As the cars get faster, the problem of how to stop them grows more important every day. A car that is hurtling along a long, fast straight, requires a tremendous amount of energy to haul it down to cornering speed.

All modern controllers are wired for dynamic braking. If you're not familiar with this principle, a short discussion on the matter will enlighten you, and prepare you for the next phase in braking — power brakes!

Dynamic braking merely involves shorting out a motor that is rotating at high speeds, causing the armature to turn

in a strong magnetic field without the benefit of power from the battery. The rapidly rotating rear wheels are connected to the armature shaft by means of a gear system, so the armature tries to continue to turn because the rear wheels are turning. The strong magnetic field, however, offers a stubborn resistance to the rotating armature, and this consumes power, which in turn slows the armature down considerably, thus slowing the car. Clear? That, in a nutshell, is dynamic braking.

The latest effort in braking is fairly "old hat" by this time. However, it is still extremely effective, and relatively untried by thousands of racing enthusiasts. "Power braking" is an apt description for this means of reducing the speed of a car. A separate power supply is employed to act as a brake. The concept is simplicity itself.

A small, low-voltage battery is inserted in the brake line only, of the hand controller, as shown in drawing "A." Neither of the remaining two hand controller wires are affected. Do not be misled by the photos of the power brake unit. All

three wires enter the back of the case, but only the brake wire is actually connected internally. The other two merely pass through the case, and connect to the phone plug. This was done for a neat appearance only.

The battery is connected so it has exactly the opposite polarity of the battery that supplies the car with the track power that makes it go forward. In actuality, the power brake battery is never used, except when the brakes are applied. When the plunger of the hand controller is released, and comes to rest in the extreme "UP" position, such as would be the case when you "back off" on the controller to reduce the speed of your car to enter a corner, the plunger makes contact with a connection which is wired to the power brake battery. This activates the battery, causing power to flow from it, and through the motor of your car, in the opposite direction in which it was flowing a split second before.

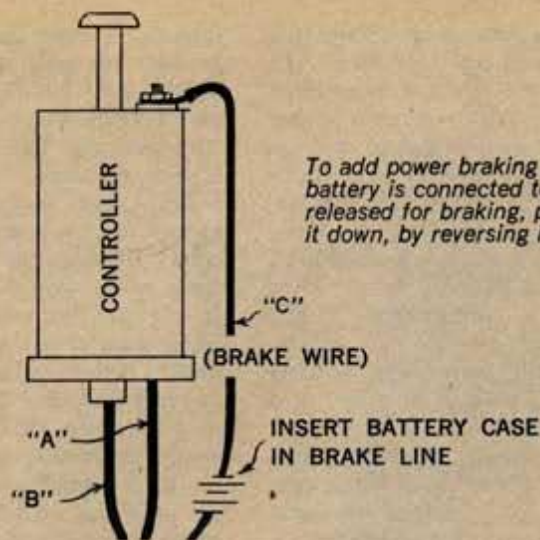
It doesn't take too much imagination to visualize what is happening. The armature is still turning over rapidly, of course, because it is connected to the rear wheels, which are still turning forward furiously as the car bores into the corner at a high rate of speed. When the power brake battery pours current into the motor in the opposite direction, the motor tries to reverse direction. It cannot actually do this, because the power brake battery is not strong enough to overcome the overwhelming rotating force that the armature presents. However, the power brake battery tries to reverse the direction of the motor, exerting a continual pressure on the rotating armature, causing speed to be "burned off" very rapidly indeed. Eventually, as the rotating force of the armature diminishes, the force that the braking battery is exerting gradually equals and then surpasses the armature's rotating force, and actually causes the motor to reverse.

The object of the game, of course, is to not stay on the brakes long enough to cause your car to back up. This only happens when the car has come nearly to a dead stop. The idea is to go forward, after all! And preferably at a rapid rate too!

Power brakes can be found in a variety of styles, most of them home-made. The midwest is the home of a wild variety of "way out" power brake systems. Some of them incorporate variable power supplies. If the track that is being raced upon has extremely long straights where high speed can be obtained, higher braking voltages are de-



The phone plug is integral with the case. The other compartments are for the penlight batteries, and wiring.



To add power braking to a conventional controller, a small, low-voltage battery is connected to the brake wire ("C"). When the plunger is released for braking, power flows from the battery to the motor, slowing it down, by reversing its rotation.

sirable, so the voltage control is turned up. High voltage has a tendency to stop even an extremely fast car, as though a brick had fallen on it!

You can imagine what happens to lap times when power brakes are employed. The car can be driven much farther into a corner before the driver has to "shut off" and get on the brakes. This simply means he can spend more time going fast! Result — lower lap times.

It may sound rather brutal to try to reverse a motor that is turning at high r.p.m. It's actually not. The motor does not seem to be affected by these sophisticated maneuvers. The only detrimental result that we can see is the tendency for the motor to lose its magnetism gradually. An occasional remagnetizing

brings it back to life. The added performance offered by power brakes makes this inexpensive step seem well worth while.

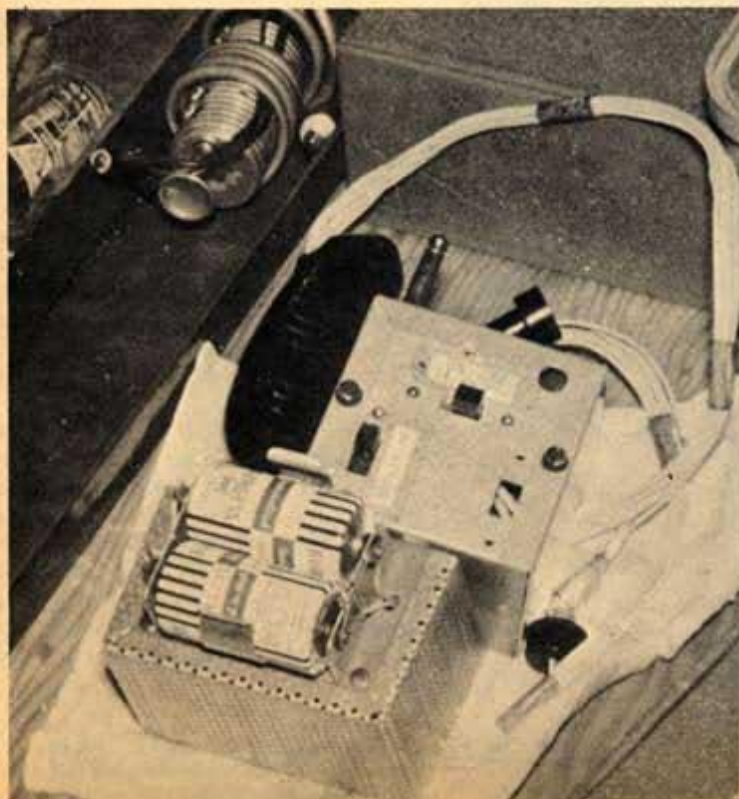
The power brake pictured is a commercially produced unit, made by Ray-line Slot Racing Co., P.O. Box 1738, Thousand Oaks, Calif. 91360. It sells for \$3.98, and is available only from the manufacturer. It is extremely lightweight and compact, and uses two penlight batteries to provide 3 volts of reverse braking. It will connect to any hand controller that has three wires. The brake kit requires about 15 minutes to assemble, and it comes with a complete instruction sheet.

A catalog is available from this company which describes the unit thoroughly.

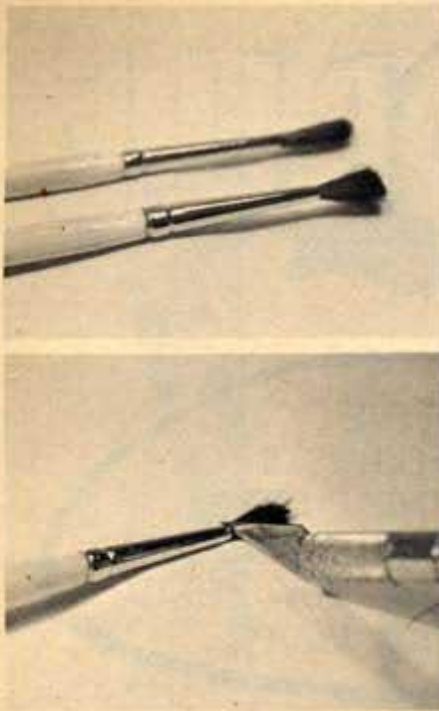
It can be had by sending 25 cents to the above address.

As power braking grows in popularity, more companies are sure to offer a variety of units. Until then, the world is your "oyster" simply by using one now, while they're not commonplace. If you use them on a raceway where all of your competitors are still using the old fashioned dynamic brakes, you'll have things pretty much your own way! Why are you still sitting there?

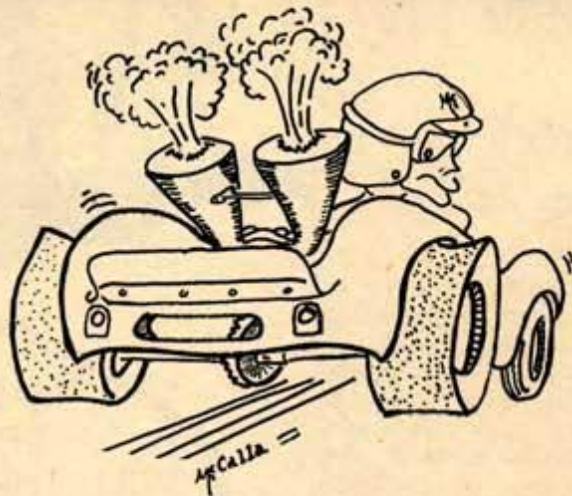
Here's a sample of some of the "way-out" home made power brakes that are being used. These are from the midwest.



Boss Exhaust



If you can spare 30¢ for two paint brushes, you can build a concours-class exhaust system, the kind your car deserves. With a hobby knife, cut away the bristles and handles; all you want is that shiny metal.



HOW TO BUILD THE BEST LOOKING PIPES ON THE PIKE FOR JUST 30c

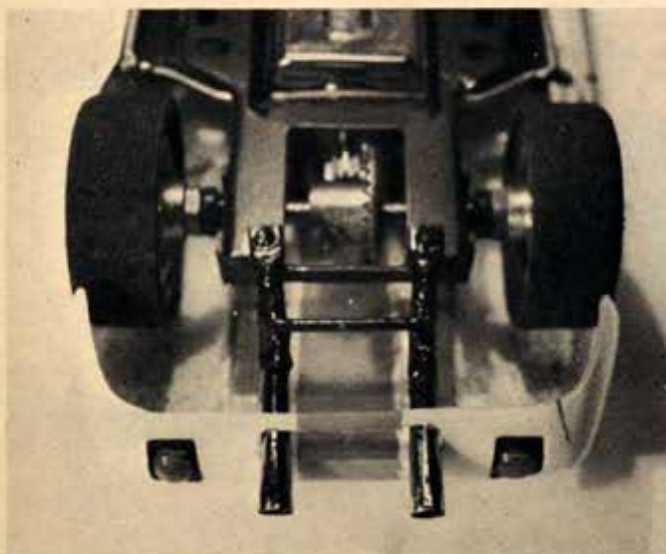
Are you willing to spend about 30¢ and somewhere under 20 minutes to improve the looks of your concours-minded slot charger? If so, then look at the pictures, while we show you a little trick on how to build a boss exhaust. All you need are two paint brushes (new or used), two short pieces of brass tubing, and an iddy-bit of solder.

All you need from the paint brushes are the metal tubes that hold the bristles. With an X-Acto knife, cut away the handles and bristles. Then, into the narrow end of each tube, insert a piece

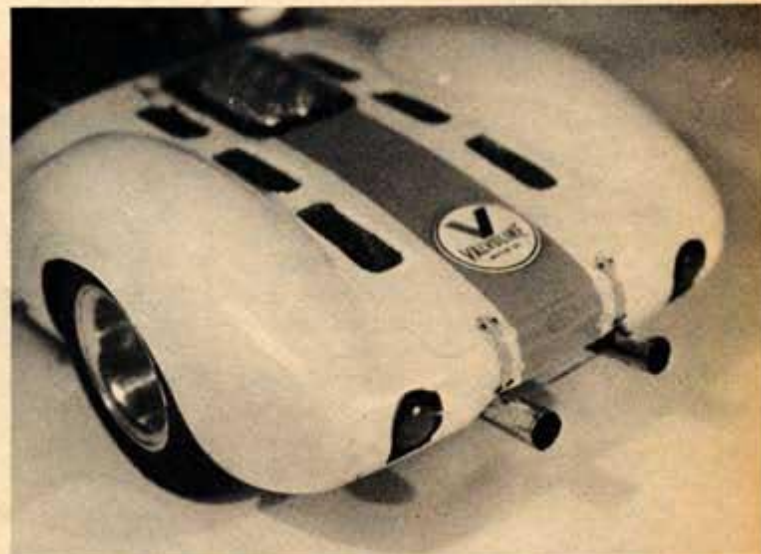
of small-diameter brass tubing, soldering it in place. The other end of each brass tube should be hammered flat, and a small hole drilled through.

Next, cut out two holes in the rear of the body. Insert the exhaust pipes and align along the rear of the chassis. Drill two holes in the chassis to match those in the brass tubes. Bolt the pipes to the frame with two small nut and bolt combinations. Then solder a small brace between the two pipes for extra strength. That's all there is to it, for the best looking pipes on the pike!

When ready for the second step, insert a piece of brass tubing into the narrow end of each pipe, soldering it in place. The other end of the brass tubing should be crimped flat and drilled through with a small hole.



Cut out two holes in the rear of the body and insert the pipes, aligning them along the rear of the chassis. Bolt them to the frame. For added strength, solder small brace between the two pipes.



You now have just about the bossiest looking exhausts in the neighborhood, with less than 20 minutes spent in the building. And being metal, they'll wear well and stay bright.

Building the

PART 2

By BOB KOVACS



GOTHAM CITY, U.S.A. . . . "Sufferin' Body Putty!" Have you ever had the feeling that maybe Batman and his little friend should never have left the cave? It's not that we've got anything against two guys running around in masks and capes . . . or even leotards. It's just that the Batmobile is something else again. Ever since we started on this project last month, we've been standing up to our earlobes in a mountain of scrap plastic and twisted, empty tubes of Testor's contour putty. As of this reading, our 1/25 scale version of the Barris-built wonder machine kinda looks like a ten pound wedge of mozzarella cheese on wheels, trying to blow a bubble. But, never fear, Bat-fans, the Masked Modeler hasn't given up.

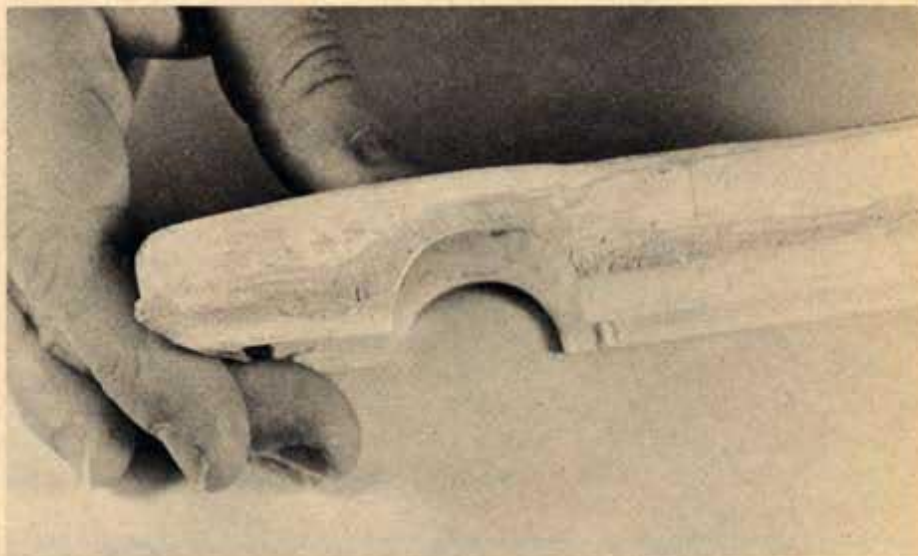
As you may remember from our first installment, we very scientifically decided to base our scratch-built Bat-car on AMT's '65 Olds, rather than their T-Bird or Lincoln. No sooner was that said, than a number of rather nasty people wrote in to suggest that we go find a handy damp rag and crawl under it. Just goes to show you what little faith there is left in the world. Heck, we could have taken it easy and sat on our hands until some manufacturer came out with a pre-fab kit. But whatever happened to that good, old-fashioned American gung-ho spirit? (Yeah! Yeah!) (Thanks, Robin!)

It may come as a bit of an un-corking shock to some of you, but we *are* making progress. As you can gather from the pictures, our reworked Olds is taking on a distinctly batty appearance. The sides and rear deck, including the Bat-fins, are past the putty stage and are just about ready for sanding. However, it was no easy job. Here's a summary of how we got this far, for those dedicated model builders out there who are still sticking with the project.

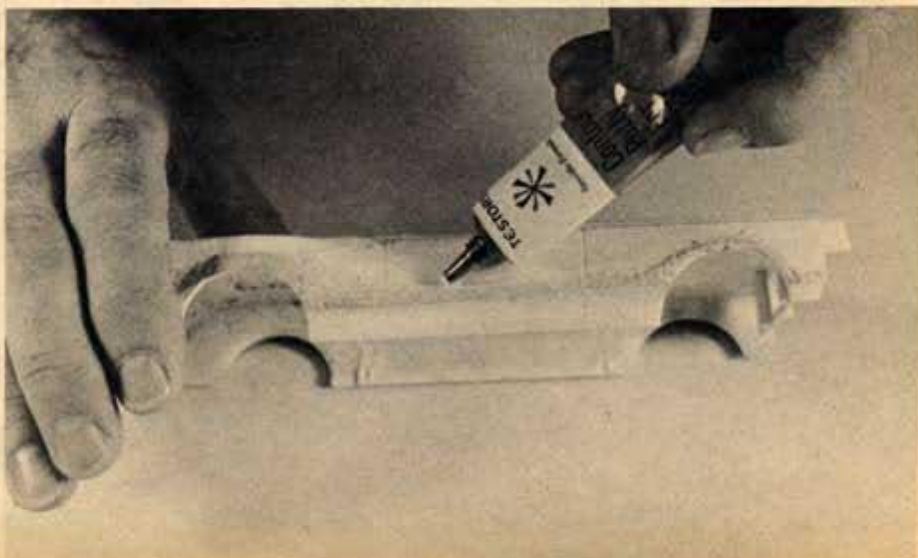
First of all, lay in a generous supply of body putty . . . at least five tubes.

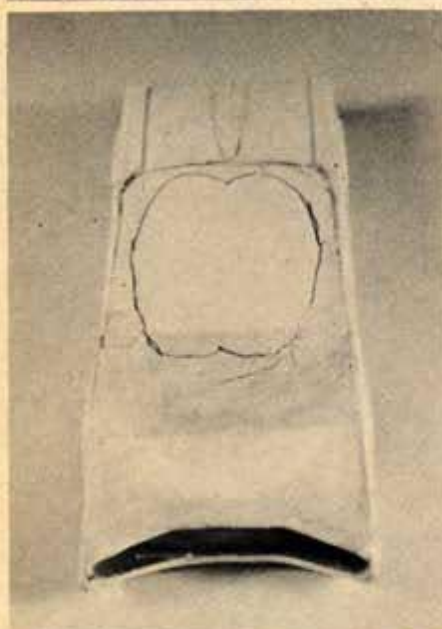
With several thin layers of body putty, slowly build up the fender lips that run the length of the car. Make the lips larger than the hoped-for final result. Sanding will work them into shape.

GOSH!! THE MASKED MODELER IS STILL PILING ON THE PUTTY! WILL THE SPECIAL MCS BAT-PROJECT EVER BE FINISHED?? HOW LONG MUST AMERICA WAIT??



Small hop-up on rear fender line, above wheel wells, will have to be cut away, if you're using AMT's '65 Olds. A flat surface will be needed to mount the Bat-fins.





Here we have filled-in the rear deck and trunk lid with putty. We have also built up a new V-shaped cavity on the tail. This can be done easily with the rear end from a Chrysler Turbine Car kit.

The Bat-fins should be cut from plastic sheeting, with the aid of cardboard templates. You will need three pieces of plastic for each fin. Cement them in place and fill with putty.

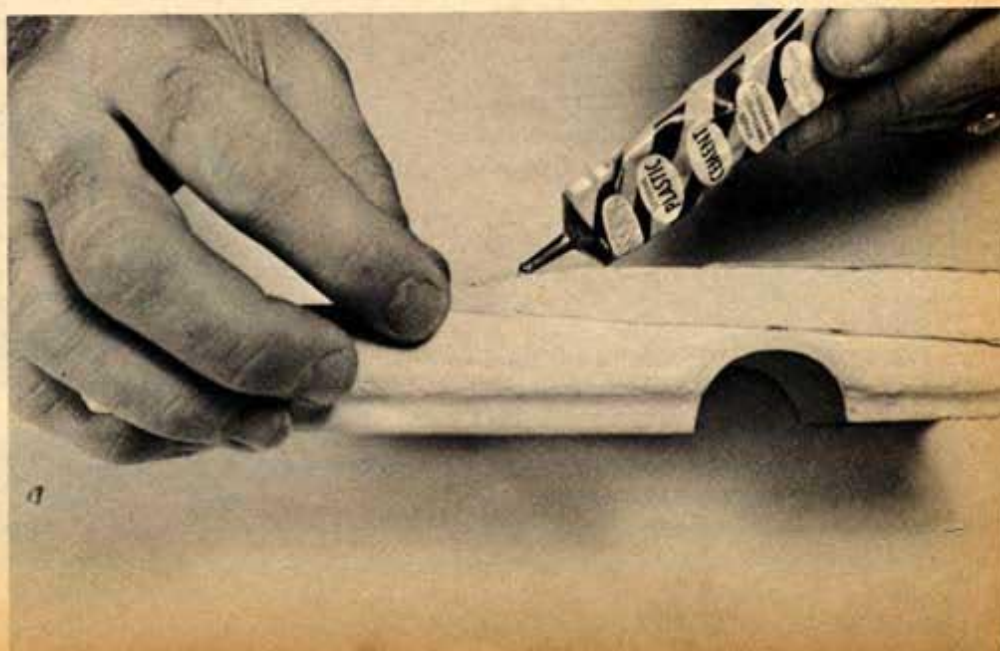
You will also need some stock plastic sheeting (check with Auto World). Now for the body. You will have to trim away the small hop-up on the rear fender line, above the wheel wells. Sand it down for a smooth, flat surface. Next, cut out about 1/8 inch of plastic straight across the rear end. You'll need a flat surface here, to mount the new V-shaped tail. Incidentally, last month we suggested you might use the rear from Jo-Han's Chrysler Turbine Car kit. Well, do it and save a lot of time. (However, if money is a consideration, which it usually is, by all means build it from plastic sheeting.)

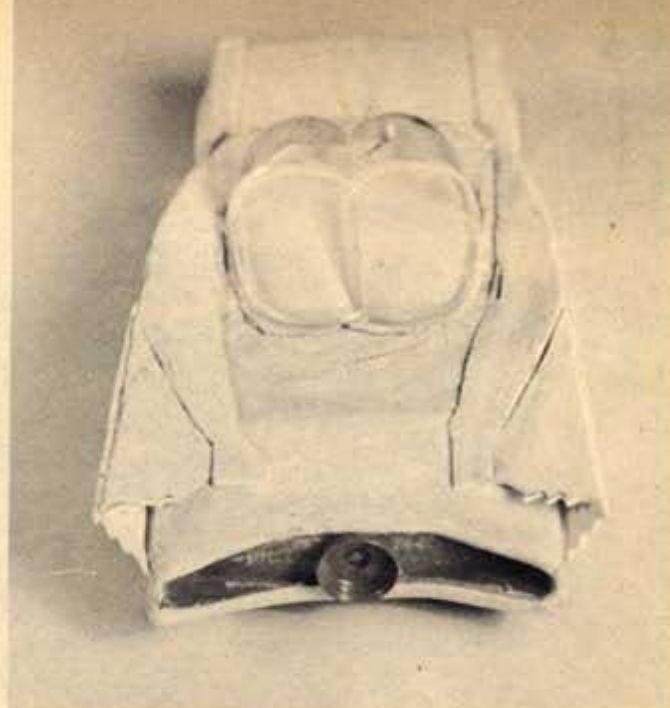
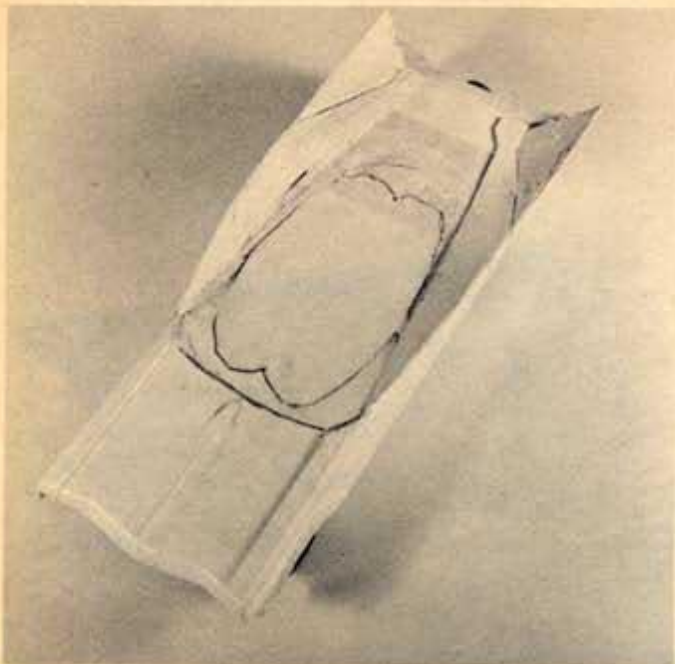
Glue the new rear V-cavity to the tail end, and fill in with putty. The trunk area should be flat across, with a slight downward cant towards the rear. With

a hobby knife, mark three overlapping V-shaped designs on the center of the puttied trunk lid to match the real car.

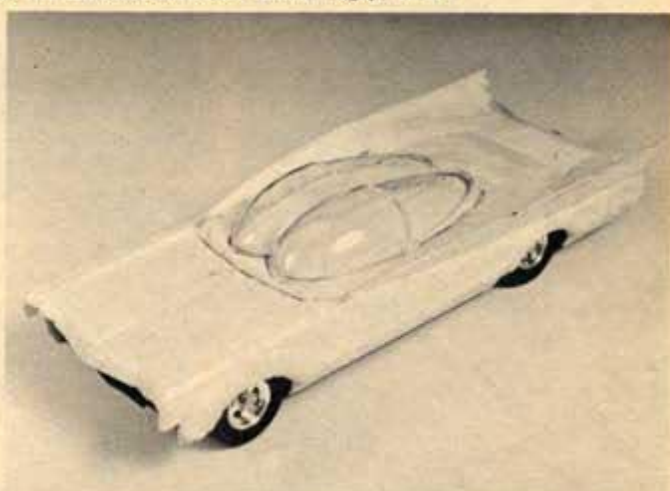
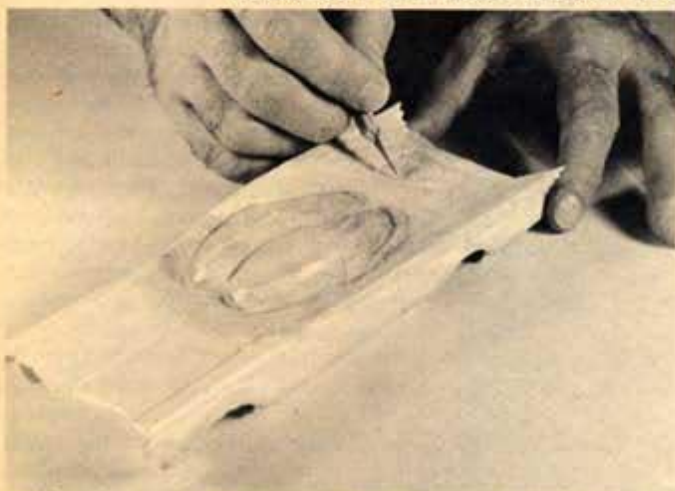
The fender lips that run the length of the car can be made from contour putty. However, they should be built up with several *thin* layers. Shape the lips larger than needed, as they will be later sanded down. You will also have to build a molding around the passenger compartment, to support the two bubble canopies.

The Bat-fins should be built-up from three pieces of plastic for each fin; one for along the side; another to overlap from the side to the rear of the trunk; and the third to fill in the area alongside the passenger compartment. Glue each piece in place and start applying the putty. While all this is drying, you





Here you can see the three parts of each fin. One runs along the side; one overlaps onto the trunk; and the third fills in the area from the passenger compartment to the rear end. We have also marked out the passenger area, and have added a small plastic circle on the tail for the turbine exhaust. Kinda ugly, huh?



The rear deck should have a slight downward slope. With a knife, cut three overlapping V-shaped notches into the putty. They should be pronounced enough to still be visible after sanding.

You have just got to admit that the car is starting to take shape. And we're not kidding that this is a tough project. Now before hanging it up for this month, use some putty to build a molding around the passenger compartment to support the canopies. And that's it! Whee.

can start hunting for two bubble canopies. If you have a spare Monogram Futurista kit handy, you can rework the dual-bubble top. Two canopies from an airplane kit(s) will also work.

Next month, we'll figure out the front end and the interior. It will be rather interesting to see how many hardy souls are still with us. (In fact, it'll be something of an absolute miracle if we're still with us!) But if you have any true devotion to our Bat-hero and to his little chum, Ruben, the Boy Humanoid, you'll be back. A guy would have to be some sort of a real weak-sister to quit the program at a time like this. Why, we've only used up half of our putty supply! So stick with it!



FERRARI TIMES THREE

BY BOB SCHLEICHER



Photos by the Author

*Teamwork can build you a stable of champion chargers
and multiply your chances to win!*

Have you ever wondered if that car you're running is really the best for all possible track conditions? Odds are that it isn't. All tracks are not the same, and neither are all cars. On one track your car seems to go like a bandit; yet, a race on some other track might be just one long frustration. So what's the answer? Easy, build yourself a stable of different cars. While this idea may be old hat among the more experienced "Hot Thumbs," there are a flock of fans making the scene whose financial situation limits them to one car each (plus a few spare parts, hand controller, etc.). How does a guy who is suffering from "money deficiency anemia" build himself a strong stable of winners? Again, the answer is easy. He simply gets together with a couple of friends who are likewise short on coin; they pool their re-

sources and race as a team. Where before there was only one chance of winning, now there are three. At least, that's the way the odds work for our Team Ferrari. And since you're all a great bunch of guys, here's how we built a stable of Chargers that can handle the action on just about any track.

We wanted a motor, for at least one

of the cars, that had that good old fashioned power. If it was also a screamer so much the better. It would be nice if it was American made; and if the chassis was designed to fit the body, great! A team effort also needs at least one Mabuchi powered car, just for insurance. The more we looked at available running-gear, it appeared that one

If "money deficiency anemia" has limited your budget to running with just one car, band together with some buddies and race as a team. Here are three varieties of the Ferrari GTO/LM that can keep you in the winner's circle. All you need is teamwork to get there.



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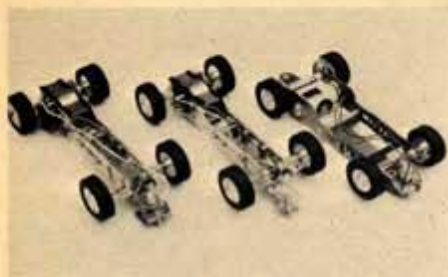
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Every team should have at least one Mabuchi-powered mauler, just for insurance. We chose the Wildcat version on the right. It's similar in speed to the deconvound Challenger (center), but slightly slower than the Super Challenger (left).



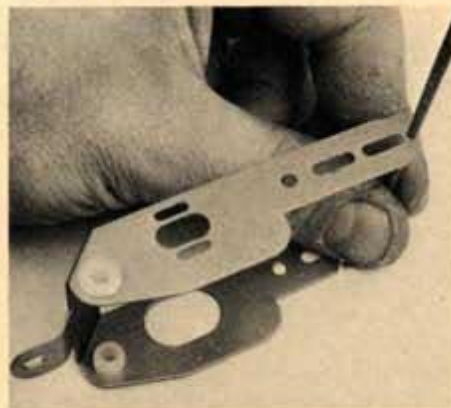
Take one body style, add three different power combinations. The result: a team with three times the chance to win. No. 164, with the Super Challenger motor, is the fastest on a large track, but trails the others slightly on a tight course.



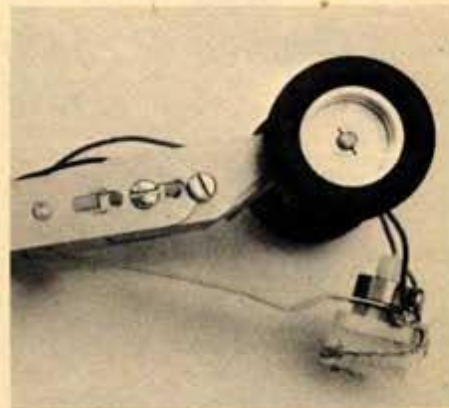
As for exterior detail, the "Champ" decals are a perfect copy of the style so often used on full-size Ferraris. However, we did not try to match any particular car. Instead, we tried for a "factory team" kind of look.



All of our cars were modified in some way. One common example (really a must for any car), was tire truing. We glued the rear tires to their rims and sanded them down to match the diameter of the front tires.



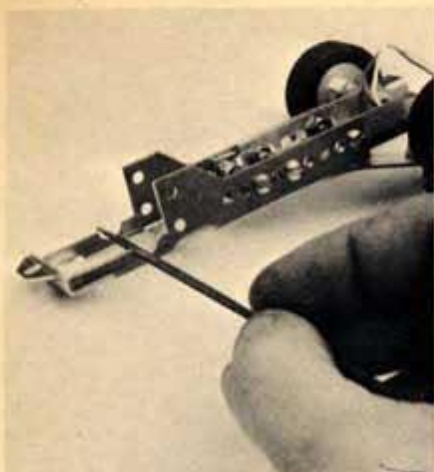
The first change we made to our Mabuchi-powered Ferrari was to increase the wheelbase. To do it, file a small round notch on both sides of the rear frame. Also bend the rear mounting tab straight out.



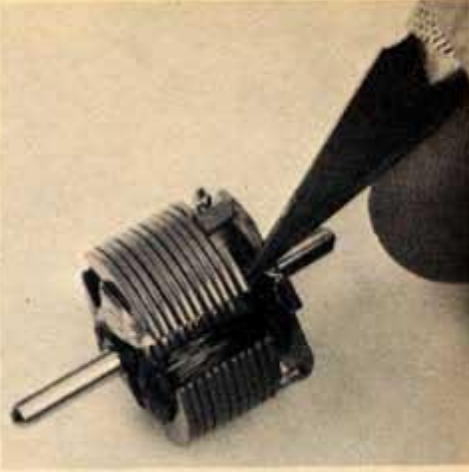
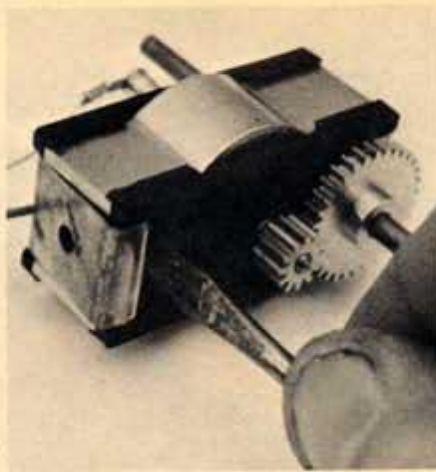
Assemble the Wildcat frame with screws located exactly as pictured. On all of the cars, bend the pickup arm as shown to stop it from bouncing out of the slot.

PARTS LIST

| | "WILDCAT" FERRARI | "CHALLENGER" FERRARI | "SUPER CHALLENGER" FERRARI |
|---------|---|--|---|
| BODY: | K&B Ferrari GTO/LM Kit 1/24 scale (#1803-1). | K&B Ferrari GTO/64 Kit 1/24 scale. | K&B Ferrari GTO/64 Kit 1/24 scale. |
| FRAME: | Wildcat chassis (#311). | Included in kit. | Included in kit. |
| MOTOR: | Wildcat motor (#1505). | Included in kit (dewound). | K&B Super Challenger. |
| GEARS: | 16-tooth pinion (#568); 48-tooth crown (#567). | 10-tooth pinion (#533); 34-tooth Posi-Lok (#553). | 10-tooth pinion (#533); 34-tooth Posi-Lok (#553). |
| AXLES: | Two 1/4-inch threaded-axles. | Included in kit. | Included in kit. |
| WHEELS: | Ford GT wheels w/wire inserts (#231 & #232 two each). | Included in kit. | Included in kit. |
| TIRES: | Two German foam (#406); two 1 1/16-inch "Goodyears" (#419). | Included in kit. | Included in kit. |
| DECALS: | Two packs 'All Champ' 1/2-inch white decals. | Two packs 'All Champ'. | Two packs 'All Champ'. |
| MISC: | | Two pieces 3/32-inch alum. tubing; SKF 3/32-inch ball bearing. | Two pieces 3/32-inch alum. tubing. |



A lower center of gravity on the Challenger frame will, of course, improve its handling. Simply file a notch on the right side to match the one on the left, to drop the motor shaft below the axle.



The stock Challenger motor can use a boost in power. A simple device does the trick. Snap off end clips and remove pinion gear. Then dewind 30 turns of wire from each pole on the armature. Also replacing the stock bronze bearings with SKF 3/32" ball bearings will make it really scream.



Both versions of the Challenger motor (the Super C. is shown here) should be mounted with one inch pieces of 3/32 inch aluminum tubing instead of screws. The frame here has been filed out on right side to place the motor below axle center line for lower C.G.

company could supply all of the components with an assurance that they would fit together easily. We settled on K&B's Super Challenger, Challenger, and Mabuchi-designed Wildcat motors, with appropriate K&B chassis and their GTO/LM Ferrari bodies.

The detail and numbering on the three cars does not exactly match any three particular GTO/LM's. It is, rather, a collection of details typical to most Ferrari factory team cars over the last several years. The "Champ" number decals are a perfect copy of the style so often used on Ferraris. The factory often identifies their team cars with a colored nose band to match the "national color" of the driver. Number 162 has a green nose for our fictitious British driver; number 163 a blue nose for our French driver; and number 164 is all red to honor its Italian driver. Together, a perfectly matched trio. It's the detail that makes the difference.

All three cars were test run on four commercial race tracks. They varied from a short 100-foot-per-lap "drivers" course, to an all-out-speed 200-footer, with banked turns. Surprisingly, the dewound Challenger powered car and the Wildcat powered car felt almost exactly alike and both turned nearly the same lap times. The Super Challenger powered car was about a second-a-lap faster on the larger tracks and about a second slower on the tight tracks. It was the most powerful

of the three, proving the value of having different motors for different tracks.

The team of three cars surprised a number of unsuspecting drivers as first one, then another, then yet another would lap at speeds near the track records. All three incorporate tested and proven modifications. You may only

want to make changes in tires for your car(s) to take advantage of whichever — solid rubber, foam, german foam, or silicon — runs best and gives the best handling on your local tracks. Build 'em as we did and you'll have all the speed, power, and concourse team appearance you need. We'll leave the driving to you!



Factory team cars usually sport a colored nose band to match the "national racing color" of the driver. So just give your thumb a nationality, add the corresponding color to your car, and it's off to the races!



Racing in Mabuchi- Land

Hmmm! Looks a little crowded in here. The only problem you'll find with racing in Japan, is how to get in close enough to the track. Track operators pack in the Thumbs with well planned events; and the emphasis is on league racing.

In any man's language, this is slot racing territory. The name of the place is Kamata-Grand, built by Sega Enterprises, Ltd., the largest and most spirited track manufacturer in Japan.

If you're looking for a racing-place that's different, here's a real Hot Thumb's paradise just 8,000 miles west of Los Angeles



Service to the customer is the most important factor in the success of the Japanese tracks. Here, the Chief of Track Design at Sega, Kinyu Nishino, takes his turn as pit adviser.



While prices are somewhat higher than we're used to, Japanese circuits stock all the best of the better kits and goodies. And the sales are impressive.



Photos by the Author

By PHIL GLICKMAN

TOKYO, JAPAN — If you think our sport is really booming in the good, old U.S. of A., what's happening over here has got to be something close to a massive explosion! Just 14 hours flying time from the sunny shores of California (that's via Pan Am — it takes a little longer if you drive), is the Land of the Rising Slot Track where "thumb

bending" is practically a national riot.

Unlike the stateside racing scene, where some pessimist is always complaining that slot racing won't last, it's pretty obvious out here that this is no passing fancy.

Of course, there are a number of temporary Hot Thumbs who race for a month or two and then give it up. And too, there are the "quicky" racing centers, who are in the action for a fast

Yen (360 Yen equal one fast buck). You'll find this kind of cat anywhere.

But Japan also has a highly developed national organization, which has the support of all of the major track and kit building companies. Organization and enthusiasm are the secrets behind the Japanese "Thumb-Explosion." Maybe we should try a little of that ourselves and stop worrying how long the "boom" is going to last.



No Virginia, this is not Gemini Control at Cape Kennedy. It's the 16 lane control panel at Kamata-Grand, and monitors the raceway's two 45-meter, eight-lane tracks.

Two things you'll notice in Japan: the age level of the racers is, on the average, somewhat higher than in the U.S.; second, the most popular hand controller is a custom made goodie, based on a sewing machine foot pedal . . . honestly!



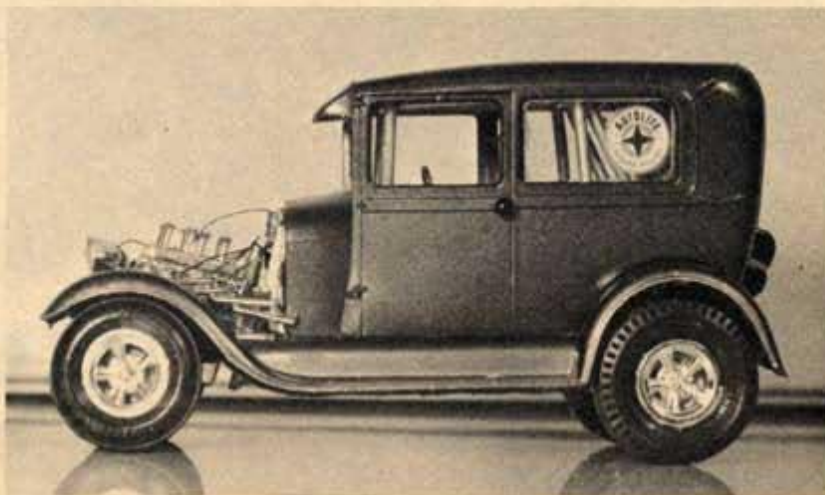


MCS: MODEL OF THE MONTH CONTEST



THE TOP CAR . . . and taker of this month's \$25 Savings Bond, comes from Rick Meider, of 6120 Rushmore Dr., North Highlands, Calif. His "Competition Silhouette" has been chopped and channeled, with sides, top, bottom and hood scoop molded together. The hood, flaired fenders and interior were scratch built. Working features include: suspension, steering and lights. Finish is metalflake blue on top and bottom, with silver on the sides, covered with two cans of clear.

An emerald green metalflake finish earned this '28 Ford "A" the name "Jolly Green Giant." It comes from Steve Atwell, St. Charles, Mo. Features include: fully wired '60 Buick injected V-8; '64 Vette Mag wheels, upholstered interior.

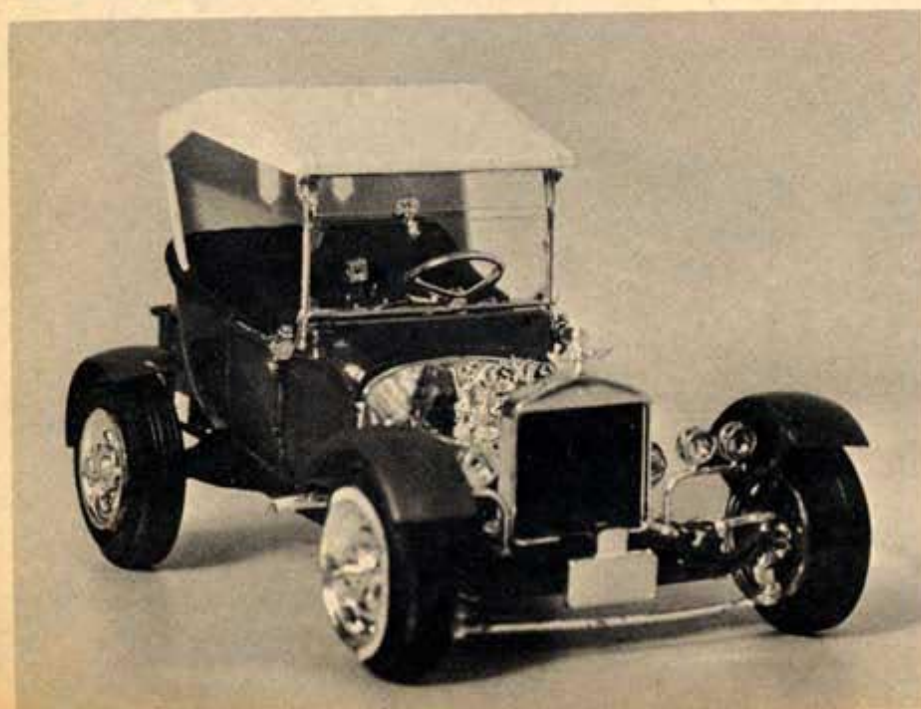




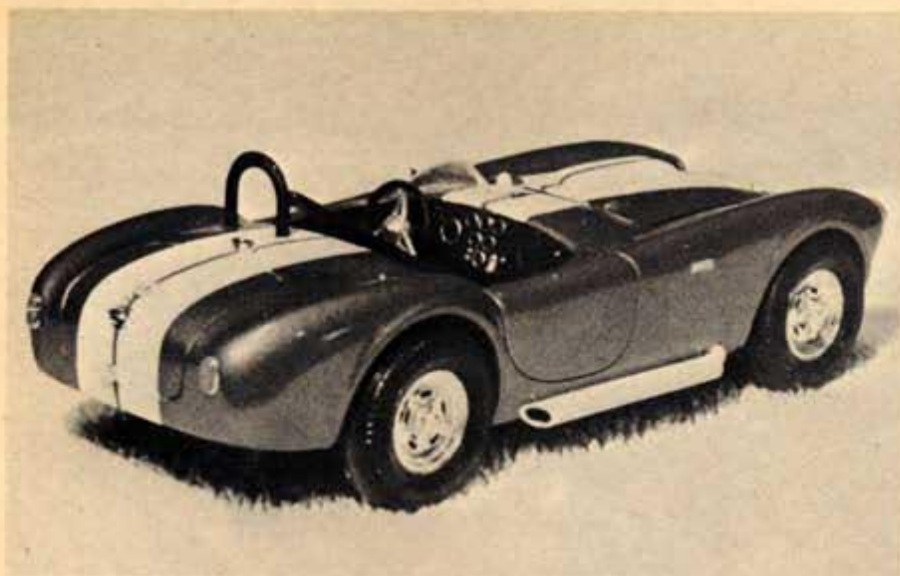
Somewhere underneath that plastic there's an AMT '57 T-Bird. Sheldon Cousins, Toledo, Ohio, added a front grille, top and Mag wheels from a '65 Pontiac Tempest kit, and renamed it the "G.T. Bird".



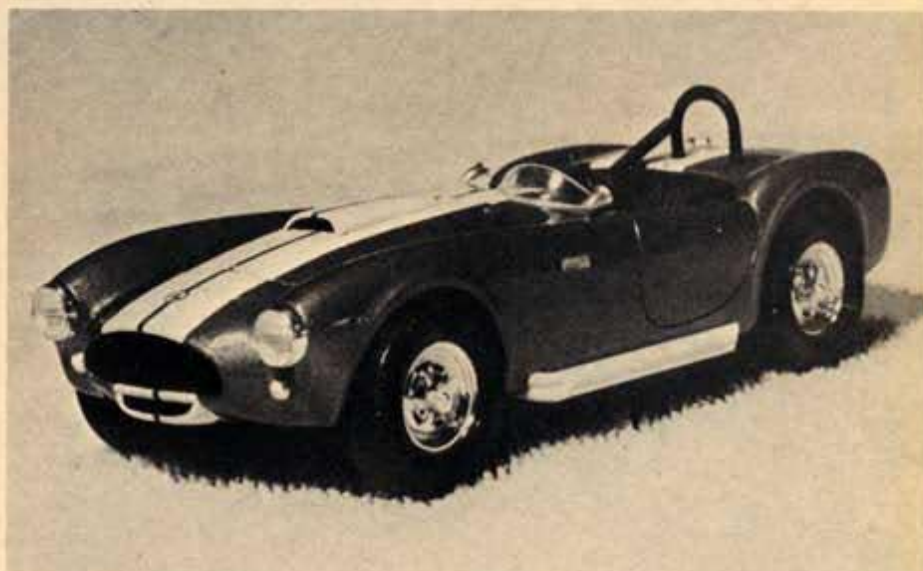
Ray Zukowski, Detroit, Mich., sent in this recipe for a wicked '64 Vette. Add on the front fenders from a '40 Willys, a handmade nosepiece, with a Barracuda grille, section body 1/8 inch and finish with two cans of green metal-flake.



It's a G-I-R-L! Debbie Kneppel, from Elkgrove, Calif., bakes a mean Tweedy Pie, with detailing done to sheer perfection, wrapped in a finish of ruby red. Watch out, fellas, they're takin' over!

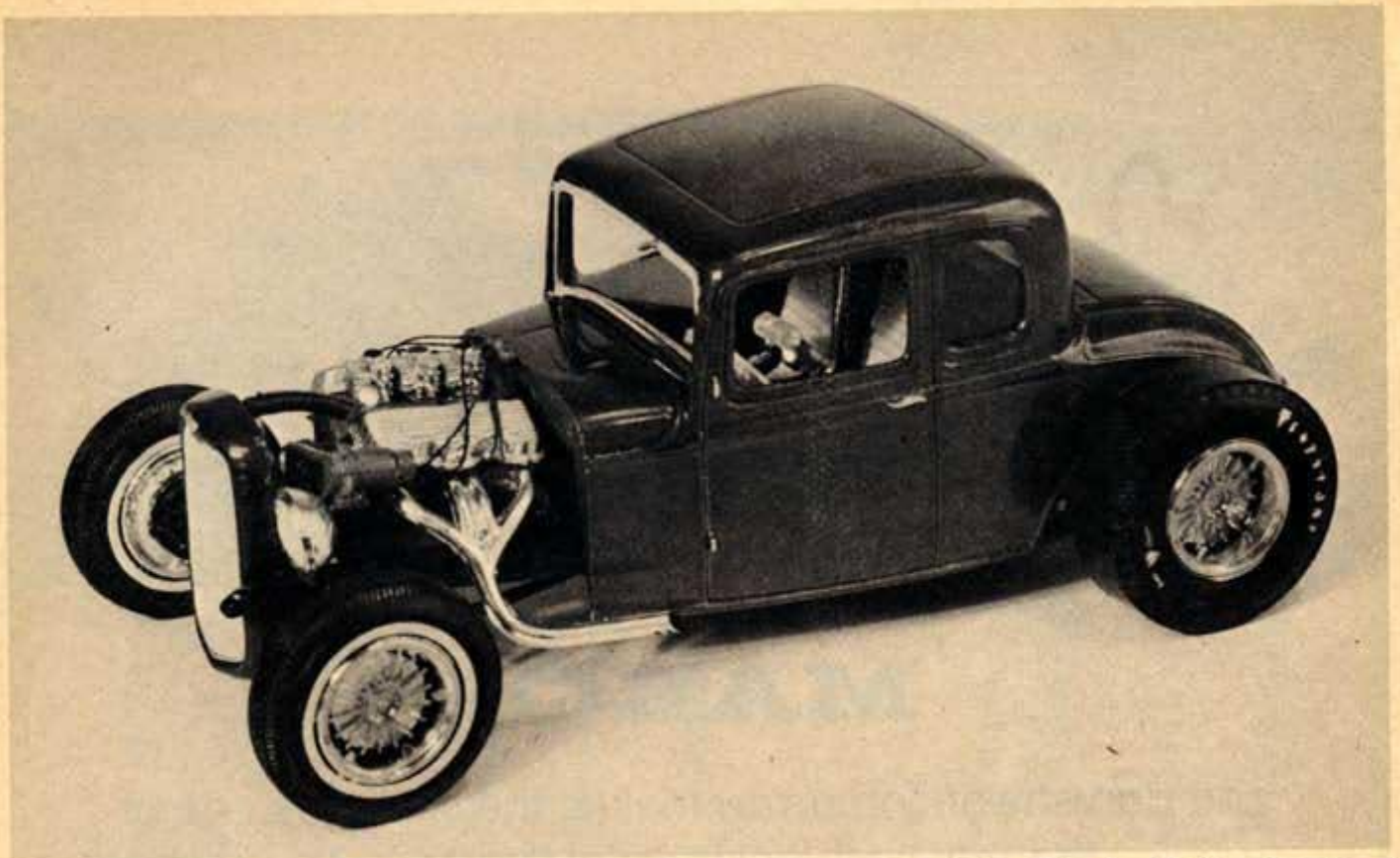


Strictly stock, but done up nice, is this AMT Cobra from Airman 2nd Class Carl M. Fagan, who's stationed with the U.S.A.F. on Okinawa. The white painted exhaust pipes were hand crafted. Body finish is metallic blue, with black trimmed detailed interior.



This '53 Plymouth Drag-Wagon comes from John Hickman, Quincy, Ohio. For power it uses an Allison engine, mounted on a '40 Ford frame. Hood scoop is a modified T-Bird headrest.

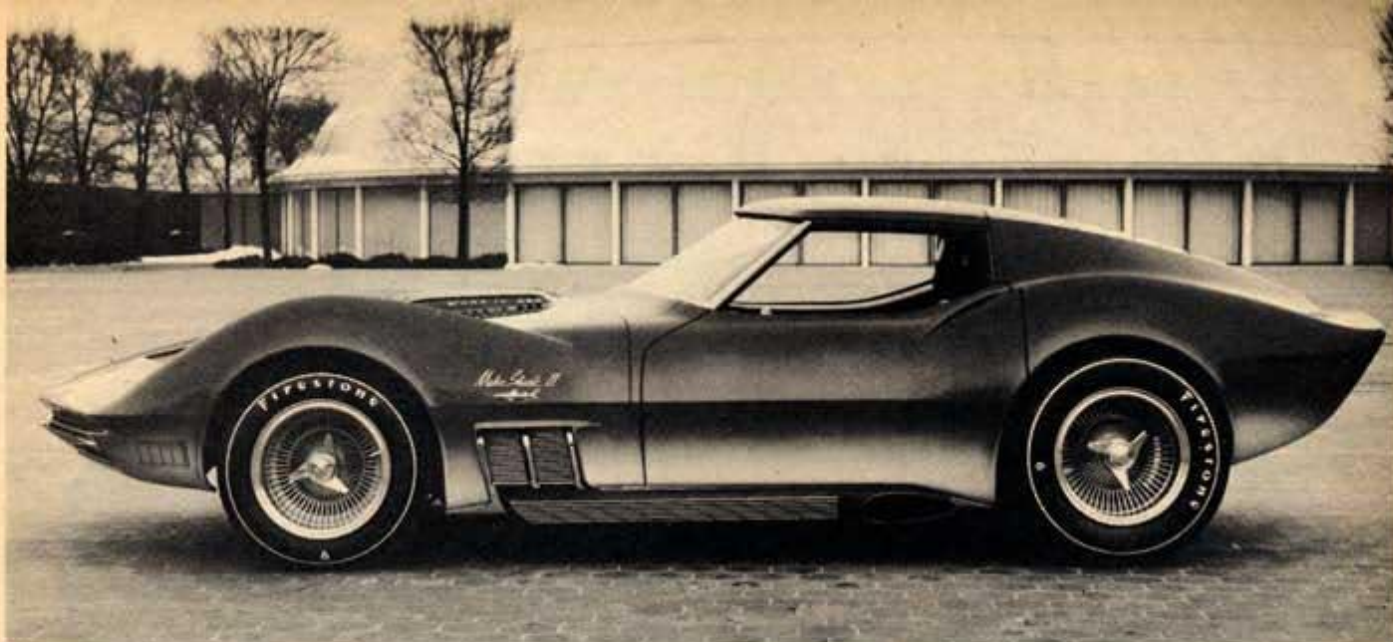




From Mims, Florida and past-winnah Jim Capogreca comes this strictly-rod '32 Ford coupe. Engine is AMT's '58 Chevy 348 CID. Exterior finish is 12 coats of metallic blue, with interior trimmed in contrasting wood grain contact paper.

All the way from Poland and H. Pszczolkowski, of Walbrzych pl. Obr. Stalingradu Nr. 3A, came this completely scratch-built bit of America. Shows what you can do, if you haven't got a kit.





MAKO!

The Corvette-of-Tomorrow makes the scene as one of the meanest looking slot-sharks ever.

Chevrolet's futuristic version of the Corvette Sting Ray, the Mako Shark II, is one of the most talked about cars to ever leave Detroit. At first a "no-go" show car, Chevy engineers have packed a big 427 under the hood and scheduled it for future production. However radical the design, the Mako Shark still retains a good many of the Sting Ray's distinctive features along with exotic innovations

BY CHRIS CHAN

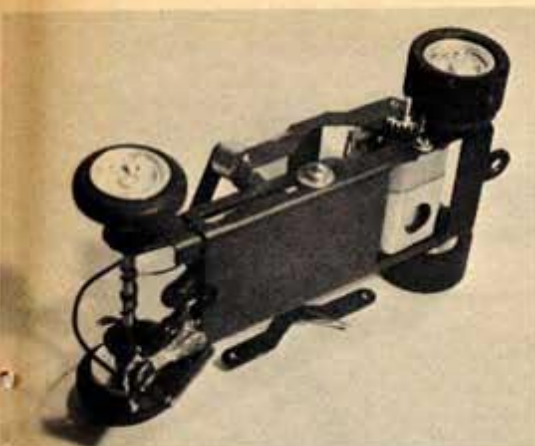
like electrically-powered stabilizing flaps above the rear end and power-operated louvers instead of the usual rear window.

When MPC went looking for the right body for their new ready-to-run racer the Mako Shark II must have fit the bill perfectly, because that's the name

of their latest effort. The completely assembled MPC car has quite a few new innovations too, but you can buy this one now, and for only \$12.95.

A look into the engine compartment of the 1/25 scale car reveals MPC's all-American version of the famous Mabuchi "tin can." Approximately the same size as a FT 36 Mabuchi, the Dyn-O-Can (rewind) offers a good deal



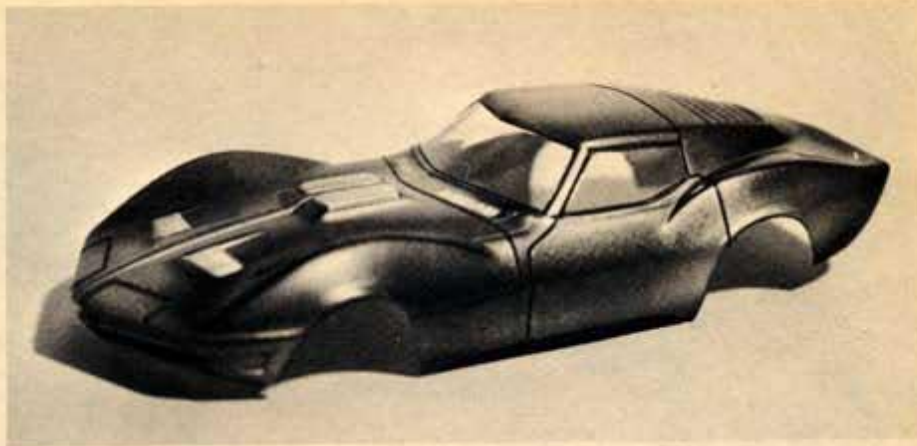


MPC's new American-made Mabuchi, the Dyn-O-Can (rewind), features several improvements, i.e., reduced air gap, new brush holders, and easily removable armature. It sits sidewinder in an aluminum chassis, with German spongies on the rear.

of improvement, such as a Simco type brush holder, minimum air gap, and easily removable armature. Also provided is a heavy duty brush spring for high

Meet the full-size Mako, a Corvette variation with the accent on aerodynamics. Among the futuristic features are retractable rear stabilizing flaps, a flip-top roof, and hidden lights, bumpers, windshield wipers and door latches.

The Mako Shark II, Chevy's Corvette for tomorrow, is today's latest R-T-R car from MPC. Like its GM counterpart, it sports a number of new goodies, including brass chassis weights, a pickup locking device, and a snap-in Hi-performance conversion armature.



amperage tracks. The Dyn-O-Can sits sidewinder in the aluminum chassis pulling German rubber spongies through a 2.66 to 1 gear ratio.

When it came to stuffing performance extras into the Mako Shark MPC went wild. In addition to the heavy duty motor spring there is: A spare gear (42 tooth), a front wheel brake set-up, a pair of brass chassis weights, and a pickup locking device. Available as a hi-performance option (No. 613) is a snap-in conversion armature for even higher speeds!

The best looking Mako body so far available is the version from Lancer. The distinctive contours are more accurate than those on MPC body. It retails for \$1.49, and works up well with Dynamic's 600B sidewinder frame.

If you like the Mako, but would rather have just the body, Lancer's got one for \$1.49. And the detail features are just about the closest thing to perfection.



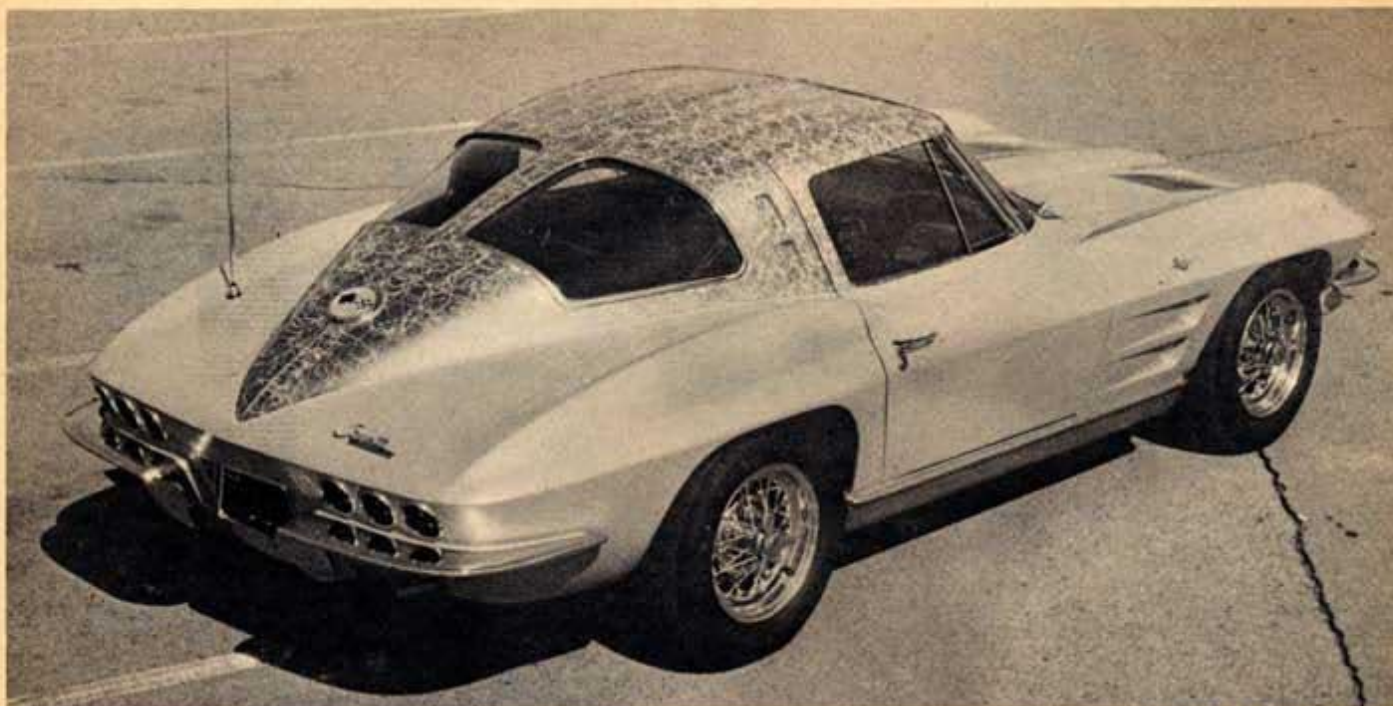


Photo by Tom McMullen

Web it!

FOR THE WILDEST,
WEIRDEST, WOOLIEST PAINT
JOB TO EVER HIT
THE CUSTOM SHOW CIRCUIT

By BOB KOVACS

What looks like the handiwork of an anxious arachnid, with an overactive set of spinnerets, is the latest and wildest fad among the paint puddlers. Known by many names, it's most often called "Cobweb painting," "Spider-webbing," or "Watson-webbing." With the full-size cars, this new painting effect is achieved by spraying un-thinned Acrylic toner, at low gun pressure, over a Metalflake surface. The result is a maze of interlaced silk-thread-like lines, not unlike the web of a dippy spider.

The Cobweb technique was developed by Larry Watson, a master craftsman of the fine art of custom painting. Larry first hit upon the idea back around the 1950's, but didn't push it seriously until late in 1965. Now it's the in-finish on all the show circuits.

Working on the premise that what's good for the big cars is good for the scale jobbers, we've discovered a way of putting webs on slot car bodies. Unfortunately, we've only been able to do it successfully with the clear plastic variety. However, we're still trying our stuff with

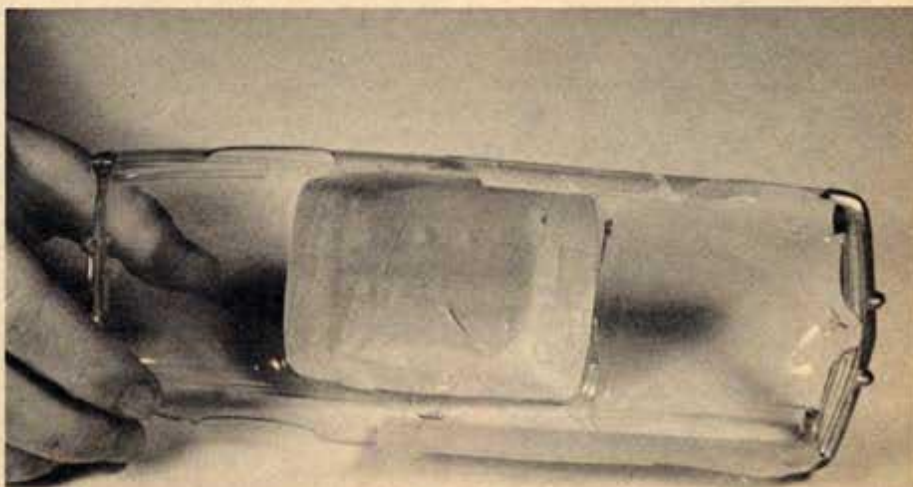
the tuff polystyrene bodies. When we figure how-to, we'll clue you in as soon as possible. Having finished with our apology, let us move on to the business at hand.

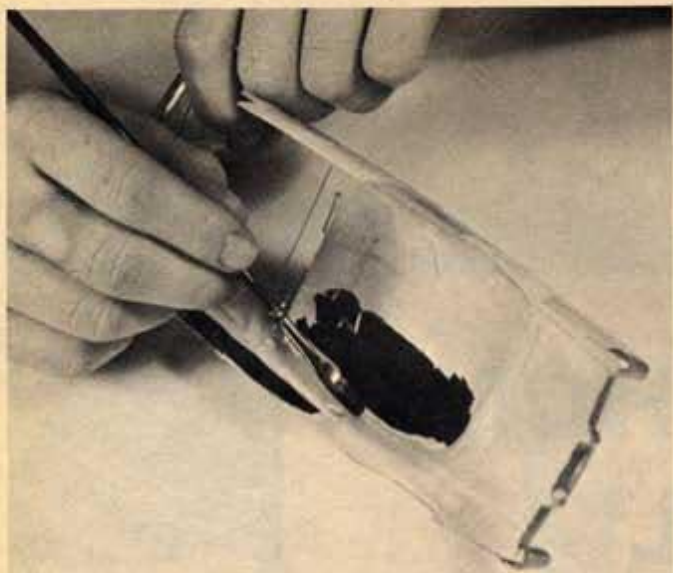
To begin, first mask the windows and the areas to which you intend to add the webbing effect. Then paint the various detail goodies, such as head and tail lights, bumpers, etc. When dry, paint the general body area whatever color you like. So far, the project has been strictly routine. Now for the interesting part.

Carefully remove the masking tape, except for that covering the windows. The area to be webbed may now be painted, preferably in a contrasting color. Then, with a fine-pointed needle or safety pin, scratch the dried surface in a con-

tinuous circular motion. Press just hard enough to scratch away the paint, without marring the plastic. Brush away the loose bits of paint. Now, repaint the webbing with the color of your choice. This last color, of course, will be the color of the webbing. To finish up, add some stripping tape, or whatever detail features you wish to have. The overall result is strikingly like the full-size finish. And the envy of the onlookers is just about the same too.

Prepare the body shell by masking the windows and area to be webbed. Then paint the detail trim as desired. The web effect shows up best when used with a two-tone finish.





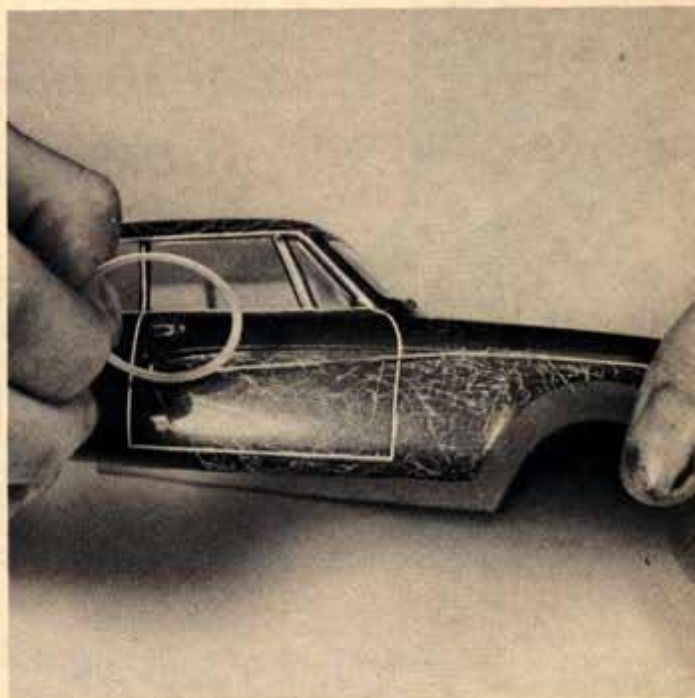
With the color of your heart's desire, paint the interior. When dry, carefully remove the masking tape, except for that covering the windows. Then paint the area to be webbed, with a contrasting color.



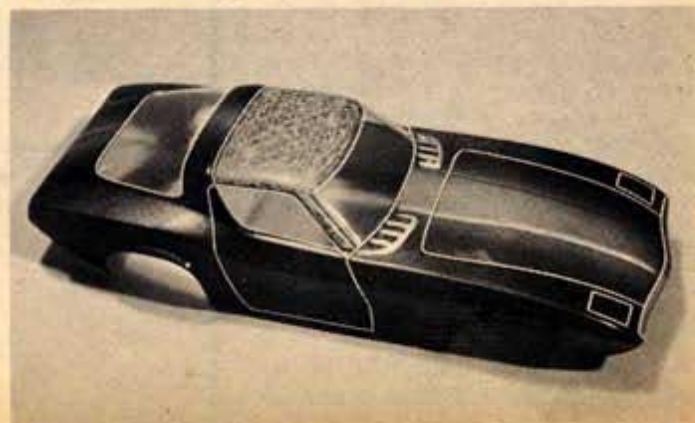
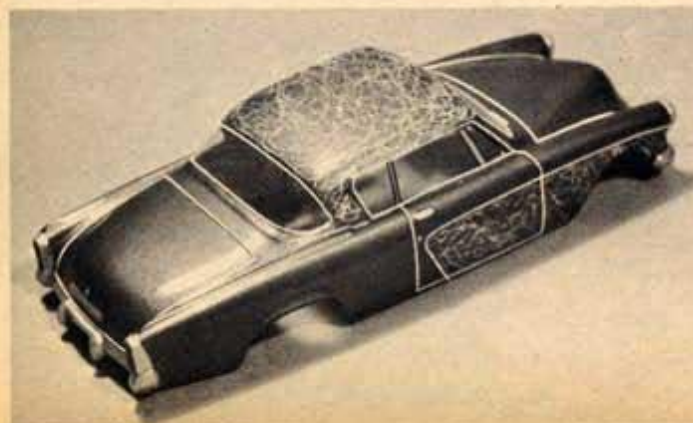
Using a sharp needle or safety pin, scratch the surface in a continuous circular motion. Be careful not to mar the plastic. Clean the area of any loose pieces of paint.



Repaint the scratched area, with the color you desire the webbing to be. To complete the exterior body trim, add some stripping tape. This will offset the webbing nicely.



The final result is strikingly like the full-size finish. And that means, of course, that your little concours cruiser has the most up-to-date paint job around.





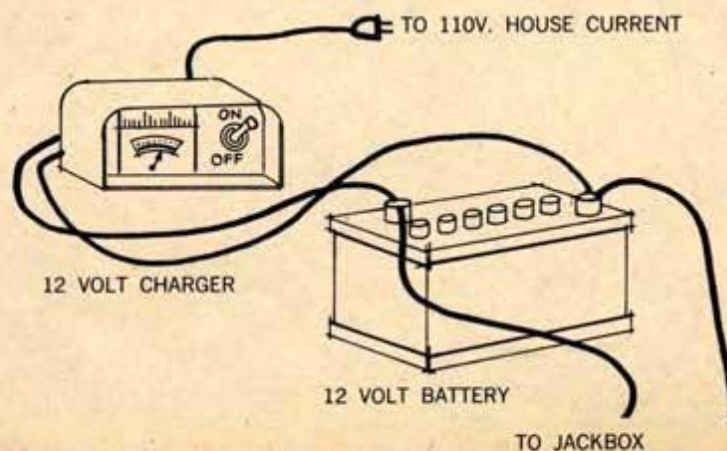
COME HOME LIL' HOT THUMB

*'CAUSE HERE'S WHERE
THE ACTION IS!*

PART III of building the All-Scale Super Circuit

BY RAYMOND E. HOY

If you have completed last month's installment of this track building series, you have probably completed laying the braid. I'd like to tell you why I wanted you to braid each table separately. There are three tables, each 8' x 4', in the track design we are building. By this time you realize that we are talking about a pretty big track! What happens if you want to move to a new neighborhood, or town? Disaster! A track that big is just not portable! However, if each table is braided, and built as if it was a separate unit, then merely "butted" up against the others, you can break this huge track down into three smaller ones, each 8' x 4'. A track of this size



DRAWING "A"

can be transported in a pickup truck. When you get to your new location, merely butt them back together and you're in business!

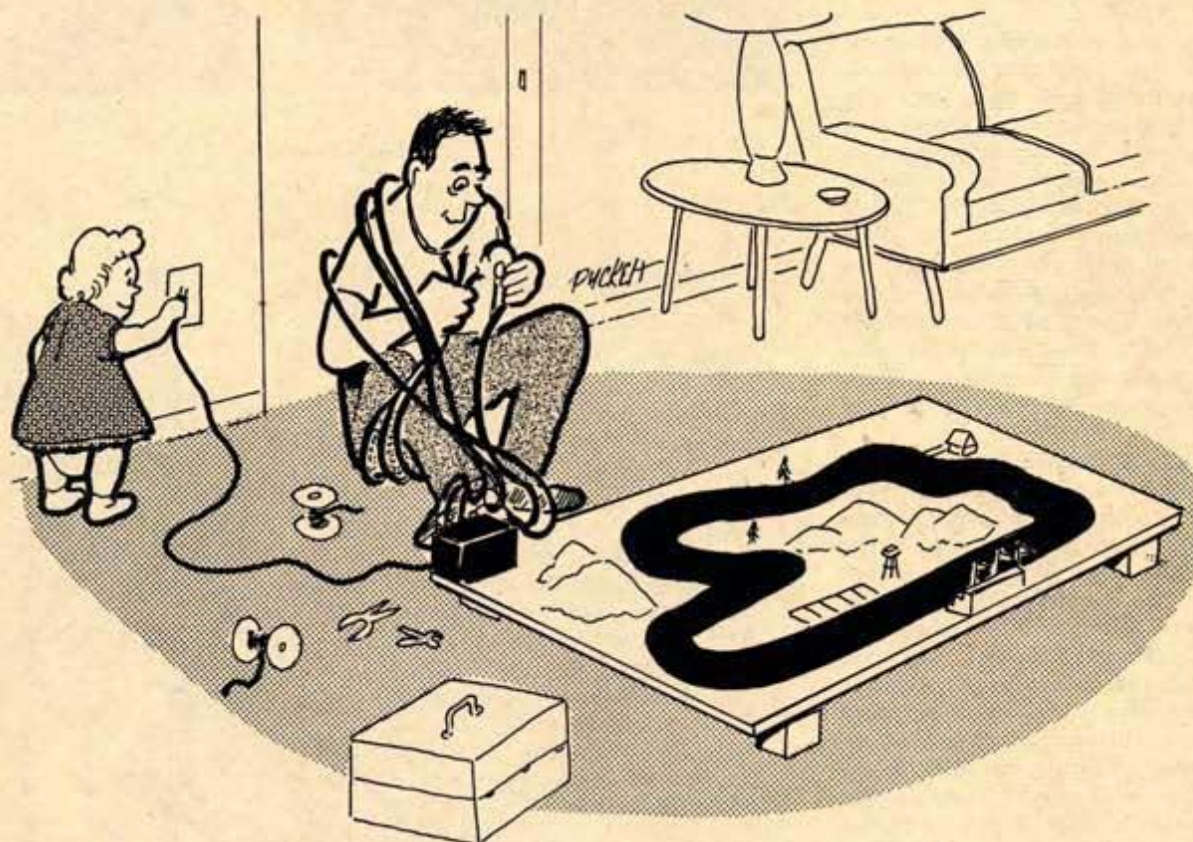
Wherever the diagram calls for jackbox wiring to be connected to the track braid, you will always do this by going under the table and soldering the bare end of the jackbox wire to the braid "pigtales" that protrude down through the track surface, where the tables join together. Sandwich the bare wire between the two pieces of braid before soldering, for a good, tight joint.

Buy a 12 volt battery from a Sears or Wards store. It makes a perfect power supply. You can get the most inexpensive one, as it won't receive really tough use, as it would in a car.

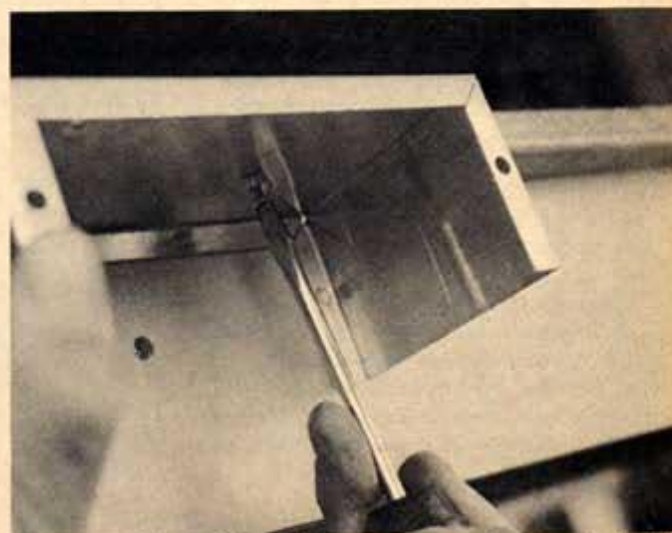
A nice added touch is to include a battery charger in your system. It can be a "trickle" charger, or a regular one, and you can leave it connected to the battery all during a race. It will keep the battery fully charged at all times. Furthermore, if you live in a cold climate, you will always have a warm, "hot" battery in the house, ready to go to work when

it's 20 below zero, and the old bus won't even "pop." A carrying strap can be left permanently attached to the battery, if you intend to use it for this kind of double duty.

A jackbox simplifies wiring immensely. The only commercial unit on the market, to the best of my knowledge, is the Rayline unit, available only from Rayline Slot Racing Co., P.O. Box 1738, Thousand Oaks, Calif. 91360. A three lane box, wired for dynamic braking and equipped with a polarity reversing switch, costs \$9.00. Phone plugs cost 75¢ extra,



Last month you should have finished the braiding, as shown here, then bolted the tables together and shimmed them all to the same height.



Mount the jackbox with screws, somewhere on the table that has the battery tray. Drill a hole in the frame, as shown here.

The jackbox wires should be pushed through the 3/8" hole you have just drilled. You can now assemble the jackbox. The bottom snaps into the top.

and one is needed for each lane.

Mount the jackbox at a convenient location, preferably close to the power supply. There are pre-punched holes in the jackbox to accept woodscrews for mounting. Route the wiring to the track and the power supply, as shown in drawing "B."

This jackbox works only with phone plugs. If you have alligator clips on your controller, clip them off, strip 3/8" of insulation from the end of each wire, then twist the strands of each wire so they cling together. Hold a soldering iron against the wire and flow a little rosin core solder on. This is called "tinning." It keeps the wires from unraveling, and also provides a better solder joint. Thread all three controller wires through the plastic phone plug handle, and solder them to the phone plug connections, as shown in drawing "C."

Due to the inability of the various manufacturers to get together and come up with a uniform set of rules, you may find that the wires on your controller are not the same as the ones in our diagram. The Rayline jackbox wiring is color-coded according to the new set of H.I.A.A. (Hobby Industry Association of America) manufacturing standards. If your controller wires are a different color, you will have to open the controller case and trace the wires to see where they go. Drawing "C" should help you. Ignore the color of your controller wires and be certain they go from the proper phone plug connections to the proper hand controller connections.

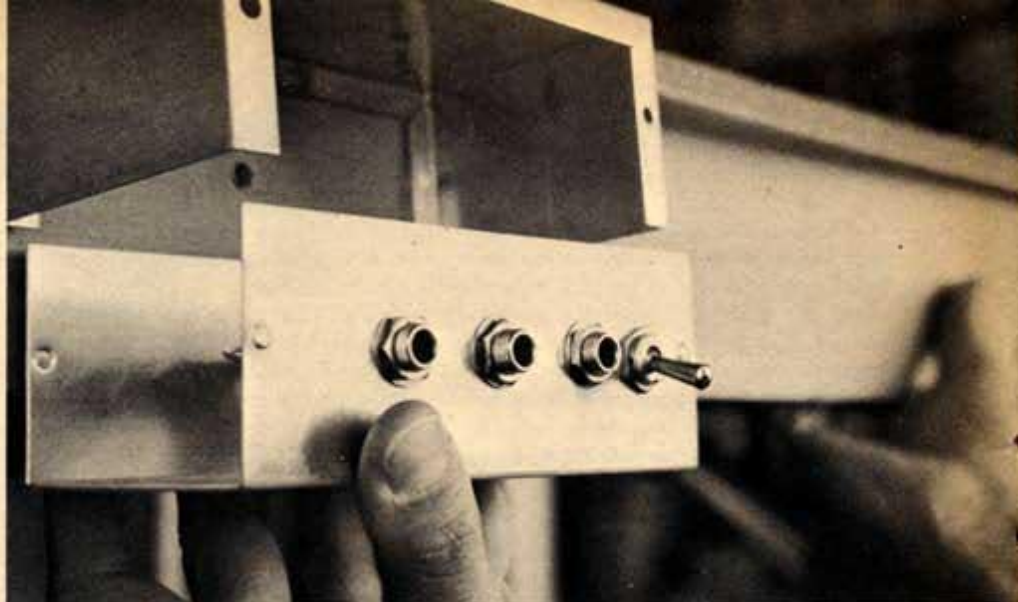
If you really want to do a first class job, unsolder the old wires and replace them with black, red, and white colored wires. It's really not necessary, of course.

Don't leave any loose wires dangling anywhere. Use staples and secure them to the underside of the table. Don't nail the staples down too tight or they'll cut through the wires.

When you're done wiring, connect the alligator clips to the battery. Now plug your controller into the jackbox, set your car on the track, and go! Next month we'll start to landscape this big beauty. Meanwhile, you can finally do some racing!

H.I.A.A.

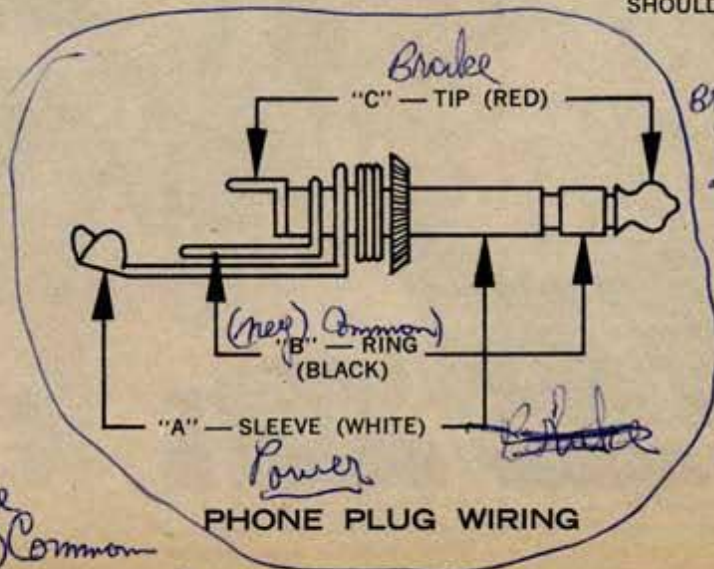
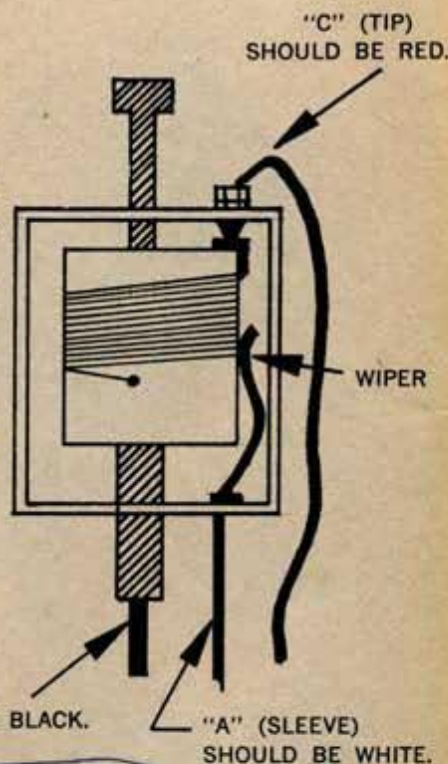
A - Sleeve - Red - Brake
B - Ring - Black - (Mtg) Common
C - Tip - White - Power (Pos)



DRAWING "C"

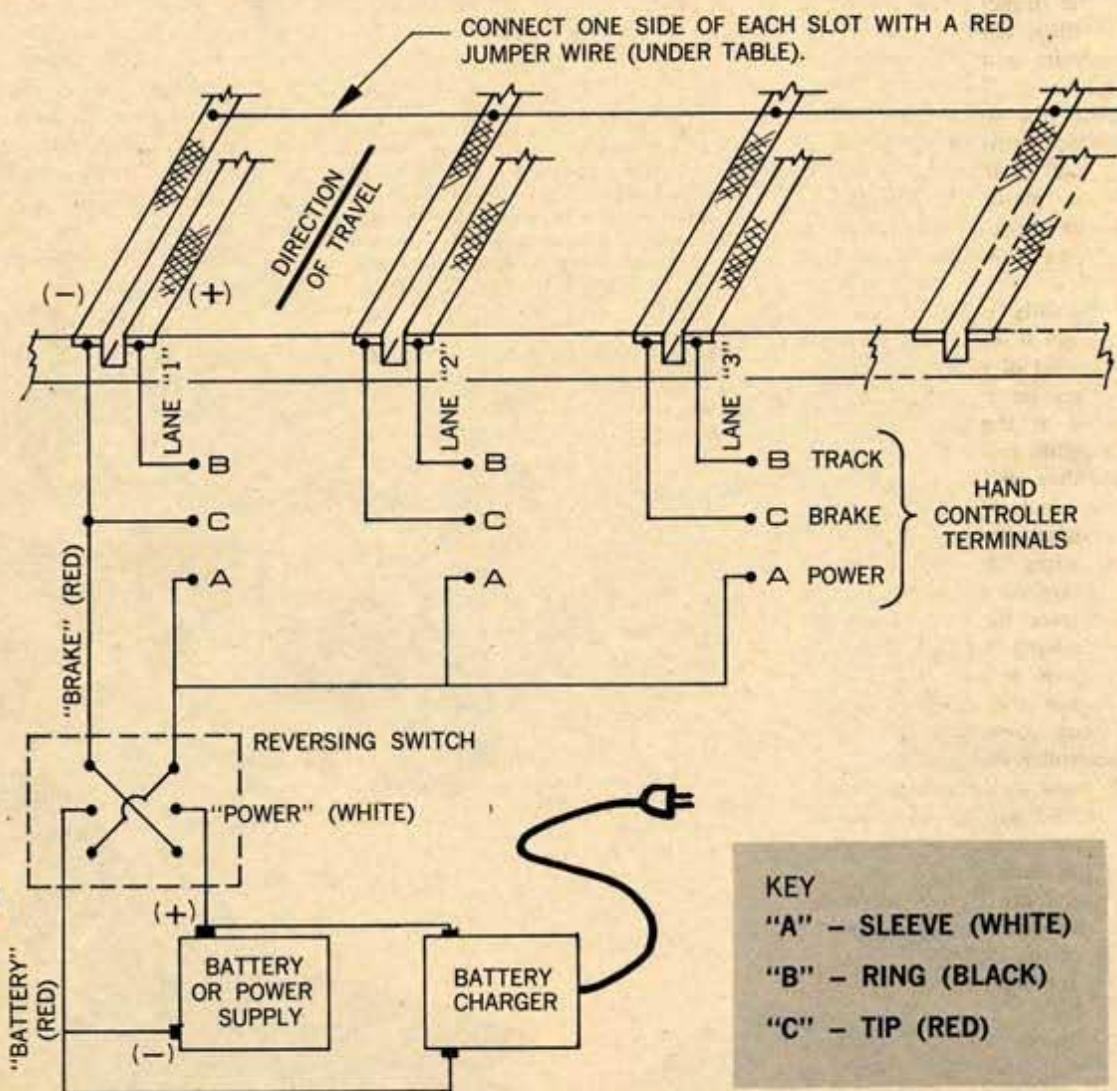
HAND CONTROLLER DIAGRAM

NOTE: The wire that connects to the top of the control windings will always be the brake wire, designated "C." It will go to the phone plug tip, and should be red. The wire that connects to the bottom of the control windings will always be the ring wire, designated "B." It will go to the phone plug ring, and should be black. The wire that connects to the wiper will always be the sleeve wire, designated "A." It will go to the phone plug sleeve connection, and should be white. However, regardless of the colors of your controller wires, by tracing them you can tell which should be connected to the tip, ring, and sleeve of the phone plug.



PHONE PLUG WIRING

After the battery charger is connected to the battery, and the jackbox installed, staple all loose wires neatly to the table framework, out of sight.



1. Connect all of the right hand track conductors (looking in the direction of travel) together with a short piece of red wire.
2. Connect the red wire marked "Brake," coming from the jackbox, to the right track conductor, looking in the direction of travel.
3. Connect the black wire marked "Lane 1" to the left track conductor of lane "1." Now do the same with lanes two and three.

4. Connect the red wire marked "Battery" coming from the jackbox, to a large alligator clip. Connect this clip to the negative battery post.
5. Connect the white wire marked "Power," coming from the jackbox, to an alligator clip, then connect the clip to the positive battery post.
6. Your track is wired. Connect your controller wires to the phone plug, as shown in drawing "C."

DRAWING "B"

SEMI-SCRATCH

Here's an easy-to-build roadster that's

By Bob McCalla

Have you gotten a little tired of the every-day-type of "round the corners" racing? Maybe you're thinking of going dragster and "jumpin' down the chute." But, then again, maybe you like both types of action. If that be the case, here's a neat little Roadster you can semi-scratch that can handle either-or. And instead of laying out a small fortune for a specialized drag-rig, you custom design your own running gear from separately available parts. Add the fact that it's easier than flat out scratch building, and you've got a car that's a genuine kick in the pants in the fun department.

The parts, including the clear plastic

body, are manufactured by International Engineering and may be purchased on individual cards that allow for a wide range of choices. The brass motor (or chassis) bracket (#1180) was chosen so that the tubing and frame work could be soldered to it. It's a sidewinder chassis and will accommodate a wide variety of "power plants," such as Russkit 22, Kemtron Indy 500, COX TTX-100, Revell SP-500 and SP-510X, Monogram X-100, etc. There are two versions of this frame, one in brass (#1180) and one in aluminum (#1179). As mentioned before,

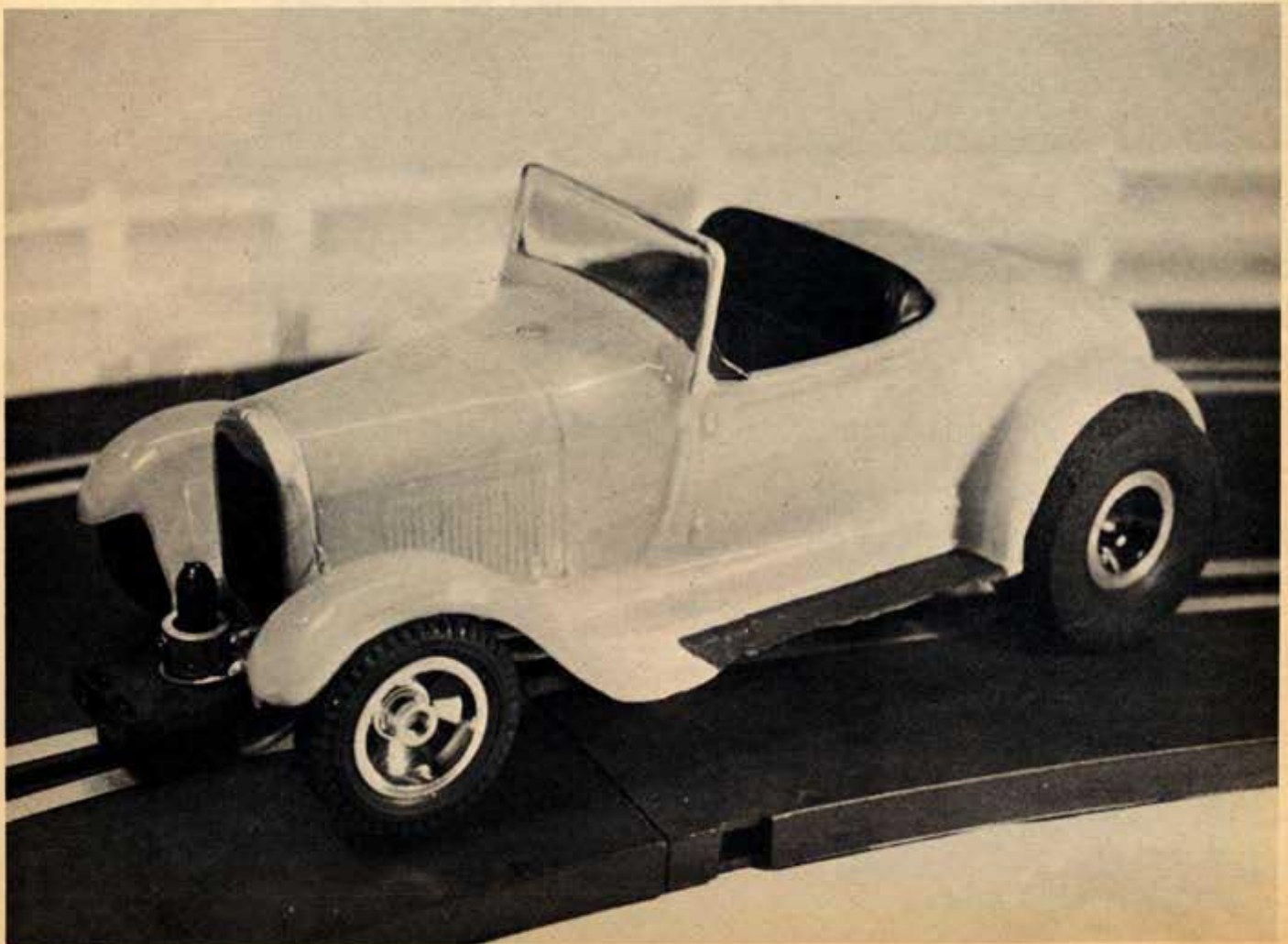
If you can't make up your mind whether you'd rather drag in a straight line or race around curves, here's a sanitary little roadster that can do either/or. The semi-scratch frame underneath lets it pop wheelies and still hang on to a tight turn.

the brass type should be used if you intend to do any soldering.

The racing slicks (#1405) come packaged in pairs, complete with wheels, and are of the Spongie or German variety. If you decide to go "all the way," International has a ball bearing assortment (#1171), which will vastly improve the running gear portion.

You will need 2 lengths of 1/16" brass tubing for the frame and approximately 2" of 1/8" tubing for the front axle housing. When you have acquired the necessary parts, you are ready to begin construction on the frame.

After trimming the body, place it upside down so it can be used as a jig. You might place a small piece of rag inside, underneath the frame area in which you will be soldering. This will prevent any small drops of solder or paste from coming in contact with the body and burning the surface.



BUILT BUCKET

just the right blend of wild and mild

Assemble the wheels and axle to the motor chassis and place inside of the rear fenders. Slide the front axle through the 1/8" tubing, screw on the front wheels, and lay into the front fender wells and position. Now measure from the rear chassis to the front axle and cut the 1/16" tubing (2 pieces) to length. Lightly solder to the chassis and axle on one side; then repeat the operation on the other side, making sure that the front axle is in line with the rear. Before soldering the second brace solid, measure the distance from the centers of each axle (approx. 4"). When both are equal, mark the place and solder. This will make sure both axles are aligned and avoid the wandering or dragging effect with an out of line front end.

Now a second brace should be attached in the same manner; only from about the middle of the motor chassis to the front of the lower brace. A cross

brace should now be soldered between the two braces on each side and across the front to between the two braces on the other side. This way you connect six joints with two soldering operations.

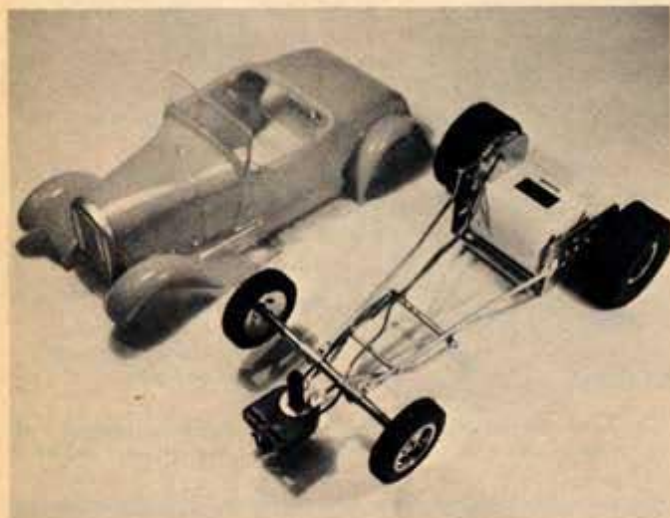
The swing pickup is easily fashioned from tubing, simply by soldering one piece across the center of the lower portion of the frame. Now slide a smaller piece (1/16") through this piece and cut to length (leaving enough to solder). Decide on the length you want for the arms and cut two pieces of 1/16" tubing to length. Solder these to each end of the tubing which you inserted in the frame mount; make sure you don't dribble any solder onto the pivot area, otherwise your swing pickup will become instantly solid.

Bend the two arms to contour the frame and to swing freely. They should be approximately 1/4" apart at the pickup ends so that you can now solder your

plate to the arms, which will in turn hold the guide shoe. Drill a hole in a piece of brass sheet, or scrap, the same size as the shaft on the guide flag (#1143 - 1/8 post). Now cut to size and shape desired and solder to pickup arms.

Place the body over the completed chassis and decide where you want to position the body mounts. Solder two lengths of 1/16" tubing in positions desired; adjust the body so that all of the tires clear the fenders, and push four mounting (straight) pins through the body into the tubing body mounts.

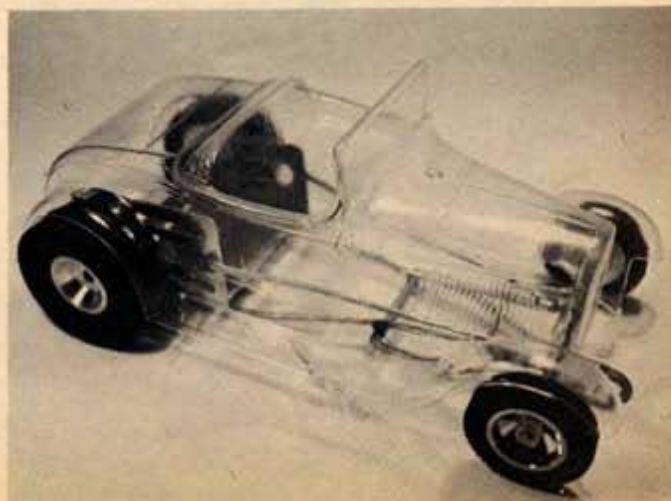
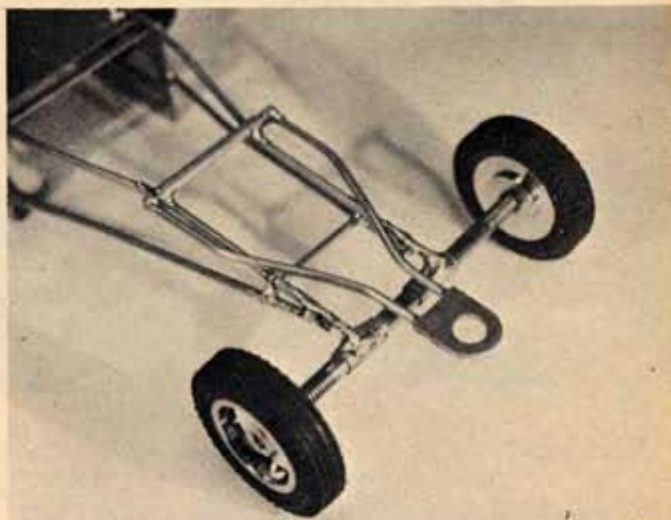
Now you should paint the body and detail to your own ideas and colors. Remount the body and you're ready to go! The choice of motors and gears is yours, so if you do not hit the right combination the first time, there is an almost unlimited variety from which you may choose.



The easy art of semi-scratching is when you mix together separately available parts, with a few of your own custom ideas. You get just the right blend of wild and mild. And it's not as hairy as full-scratching; nor as expensive as a specialized kit.

This view of the upside down frame shows the easiest-to-build swing pickup. Just solder a piece of tubing across the lower frame. Insert a smaller diameter tube, soldering each end to an arm on the pickup. It works!

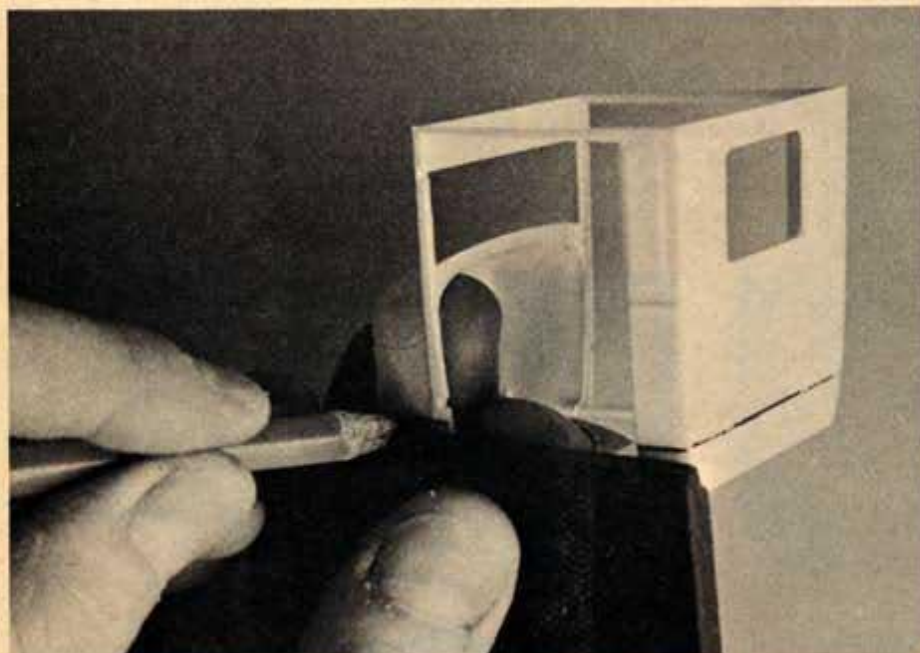
To properly position body, place over completed chassis, adjusting it so that the tires clear the fenders. Mark locations for body mounts with a punch of a straight pin. Then solder two pieces of 1/16 tubing on frame accordingly.





“PROJECT PICKUP”

HAVE YOU GOT SOME CUSTOM IDEAS YOU'D LIKE TO TRY OUT? WELL, WE'VE GOT A KIT HERE THAT NEEDS SOME FIXING. SO, HOW ABOUT TAKING A CRACK AT IT?



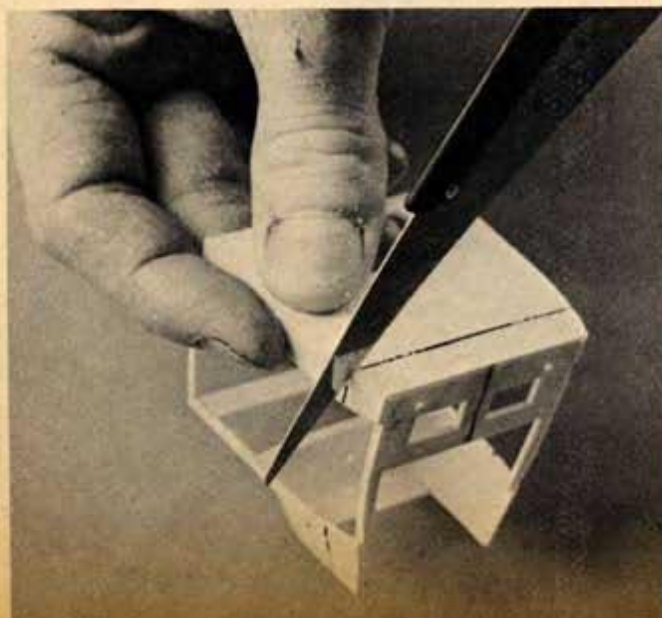
How'd you like to build the coolest, grooviest, gearest, bossest custom buggy you can think of for a mere 1/20th of a Yankee dollar. That's all it'll take you . . . just five little cents (also spelled \$.05). Now, before you start mumbling that those un-corked cats at MCS has finally started to flip, permit us to explain.

Everybody likes a good "how-to" article. Right! Therefore, each month the little minds around here grind out what we hope are helpful hints on the fine art of customizing (some of the ideas are traditional techniques, while others border on the twilight zone).

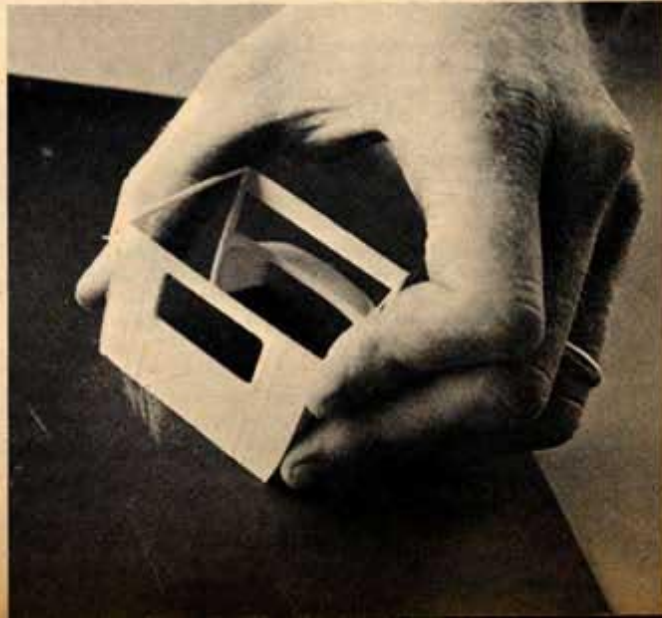
And just as regularly each month we get letters . . . some people tell us to

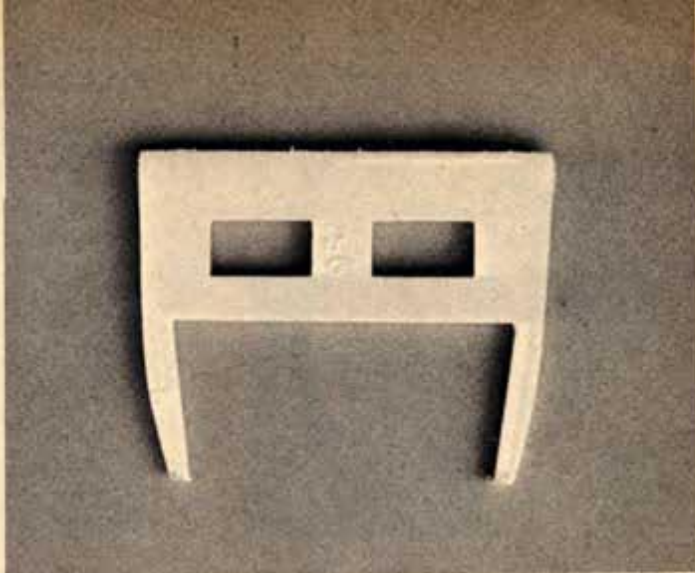
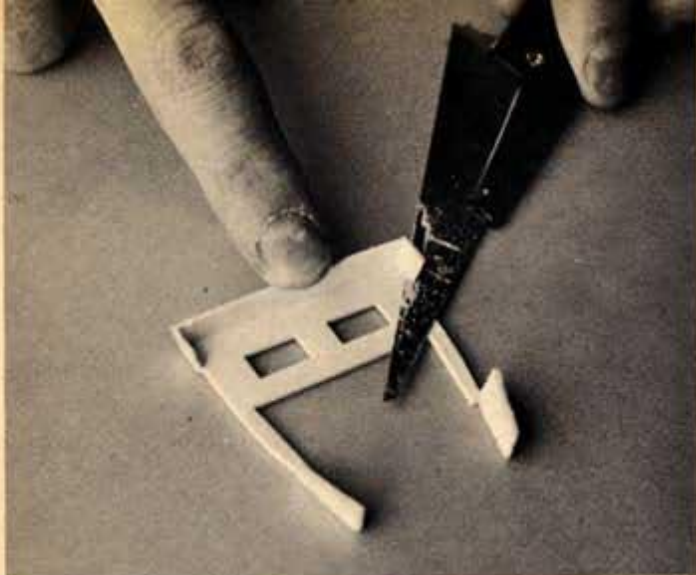
As the first step in sectioning "Lil' Dude", we'll take 5/16" off the bottom of the body, instead of the middle, as is usually the case. Mark the line with a ruler and pen.

Very carefully cut around this line using a razor saw. Use short, even strokes and don't hurry!

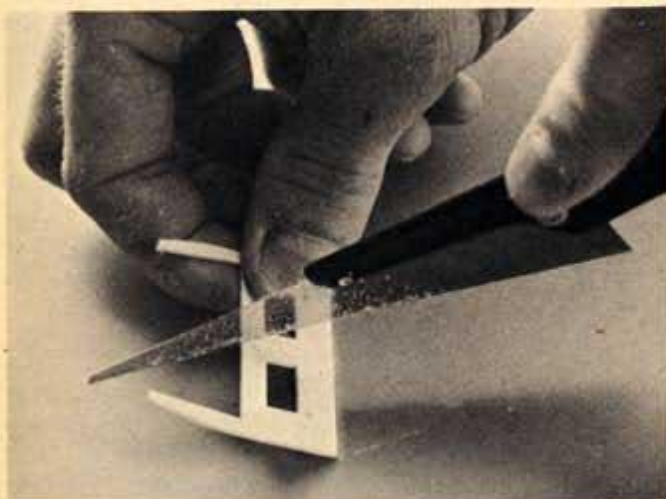


Sand the newly-cut body lightly, using even pressure all around. All you should do is "true" the cut, not take too much off.

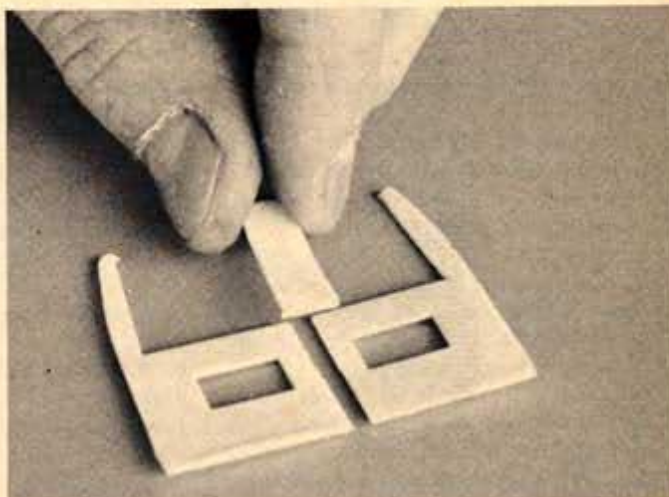




We will need the "bottom" of the cab. Cut the lips off this base until you have just a flat piece of plastic left.



Since we removed some of the body, it will not fit the base exactly. Cut the base lengthwise right down the middle.

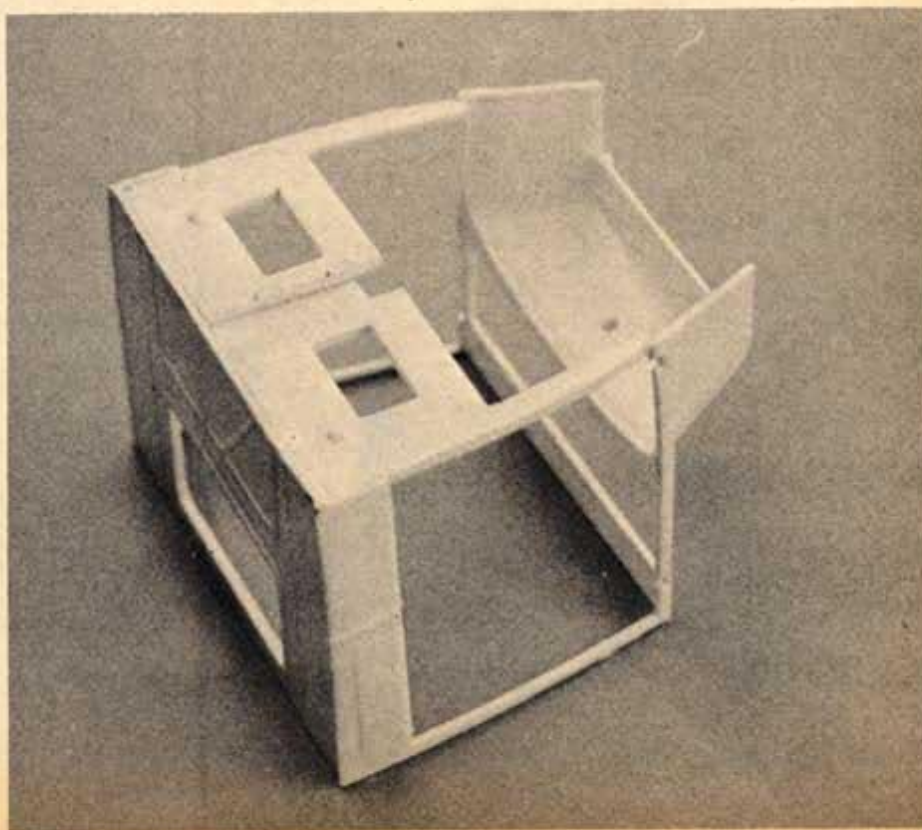


Spread the two halves and insert scrap plastic of the correct width to fit the bottom of the cab.

Glue the base into the bottom of the cab. At this point your cab should look just like this.

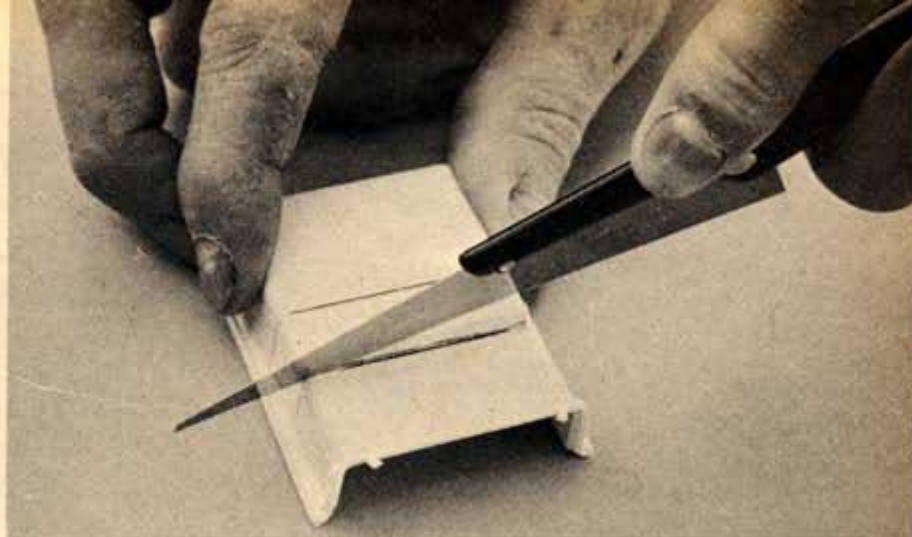
go take a long vacation; on the other hand, a pleasingly large segment of the population write to assure us that we're the greatest thing that ever happened (blush!). However, *most* of you take up pen and ink to ask for help; you've got an idea you'd like to try, but aren't sure about; or you're hung up on a problem, the answer to which we've yet to present.

Well, for all you guys in this vast and last group, we're starting a special project just for you. With considerable sacrifice, we have scraped up the munificent sum of \$2.08 and purchased for your use one Revell '29 Ford Model "A" Pickup kit (part number H-1272; price includes tax). You are free to customize it anyway your little collective heart desires. All you have to do, is to print out on a postcard the custom trick you'd most like to try if you had the "L'il Dude" on your own workbench. (That name, incidentally, was autocratically picked by the "boy-editor," in fond memory of a particularly miserable





All related parts, such as the radiator and radiator shell must be sectioned the same as the cab.



Shorten the pickup bed by 3/4". Glue the two halves back together and putty the seam.

gas-gulper he drove for four lean college years.)

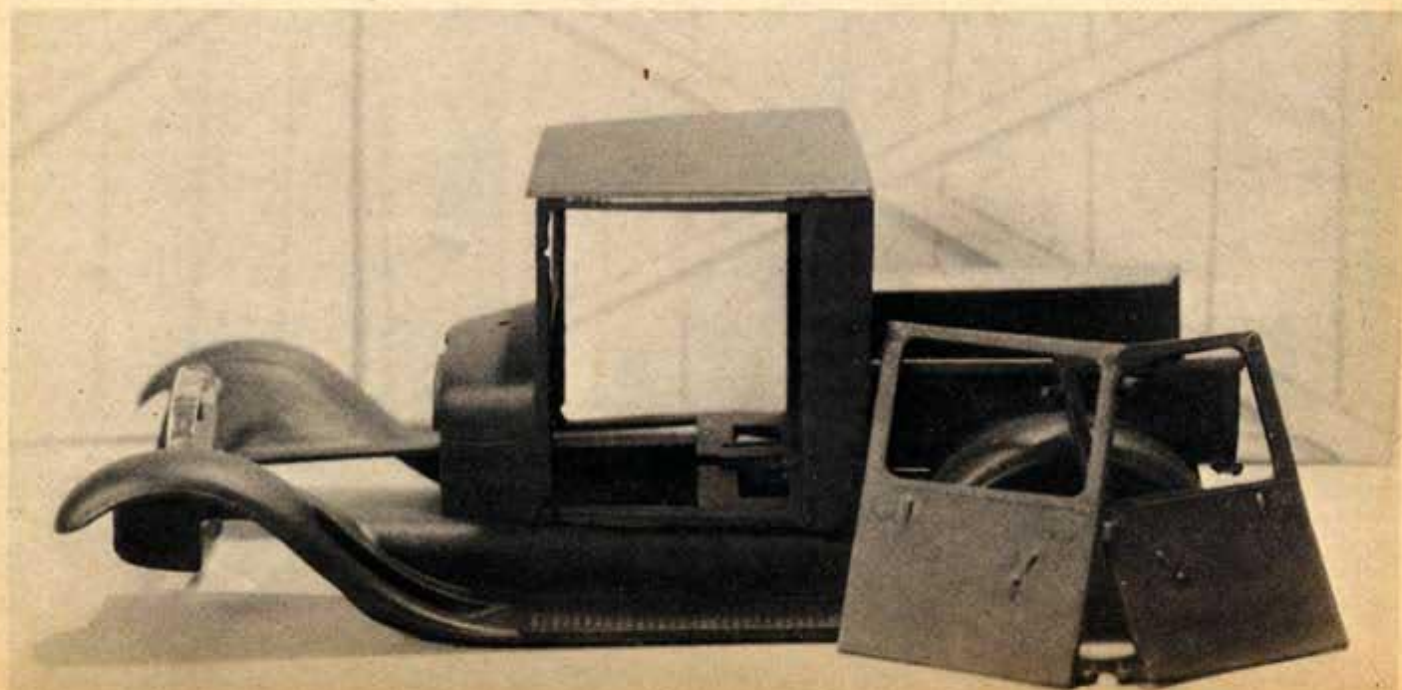
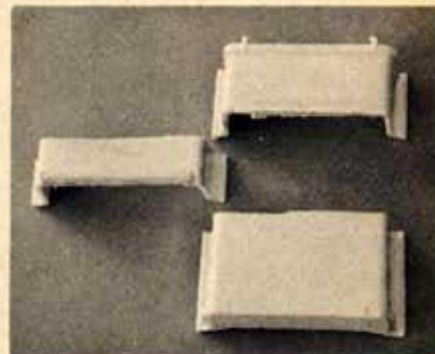
Each month, the idea(s) that comes in on the greatest number of postcards (in a democracy, the majority rules) will be applied to "Lil' Dude," by the friendly MCS hatchet men. Consideration will also be given to the most novel or original brainstorm . . . provided that it's practicable (which means, if we can swing it).

Hoping that you won't mind, we've taken the liberty of starting the project with two ideas of our own. They're what you see happening in the pictures scattered among these three pages . . . specifically, sectioning the body and trimming down the back bed. We were thinking also of chopping the top and tinting the glass. But we held off, thinking that maybe if none of you write in, we could

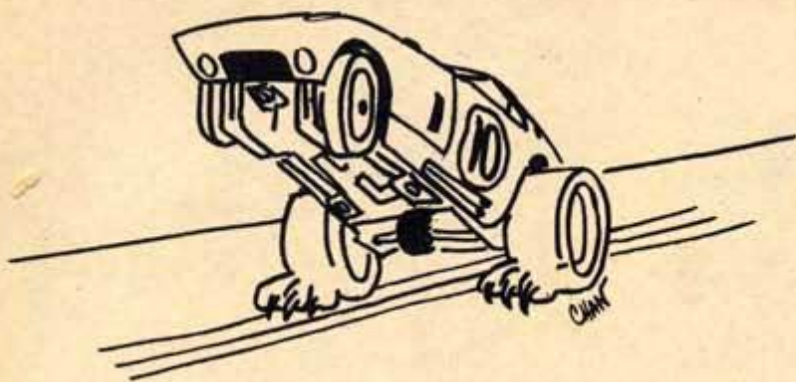
always do it next month (and pretend that you suggested it . . . that's the kind of dirty-pool some of the other magazines do in their customizing columns; they *make up* easy questions!).

As for painting ideas, hold on to them for a while. We aim to keep "Lil' Dude" done up in just primer, for as long as your ideas keep coming in. So, how about doing yourself and the other fans a favor, and giving your customizing mind a workout. Start writing. You can't beat our price!

Give all of the individual pieces a final sanding, then spray with primer. That's as far as we'll go this month. Next month whatever happens will be your fault. So start with those letters!



Replace those teeny-weeny tires with
the next best thing to tiger paws



*Here's all it takes, Tiger, to put
some real paws on your wee-
terror. You get a pair of genuine
Sil-I-Kone slicks, with the new
AJ's National Raceways com-
plete threaded axle kit.*

*All you have to do is swap axles
and tires, and it's back to the
action. For even more speed, use
a power drill to remove excess
poundage (ounceage?) from
the gears.*



*Off and running, this revamped Cobra digs its new paws into the
deck and grovels into a turn. With silastics on the back, it can
afford to be mean.*

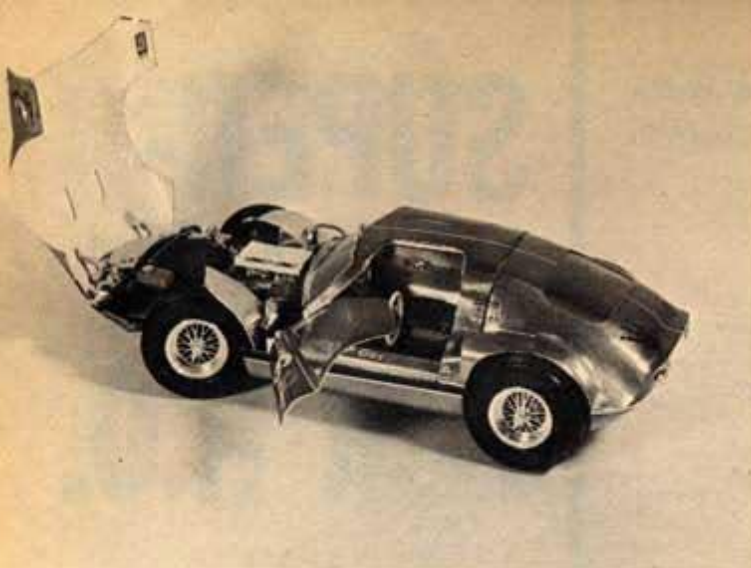
SUPER- SLICKS FOR H.O.

By CHRIS CHAN

During the summer of 1965 a new slot racing product hit the scene. Radically different, the Silastic "moldies" with their unique shine and high coefficient of friction have attained tremendous success in both 1/32 and 1/24 racing. Now, at last, some of the vast knowledge of slot racing has slipped into the neglected world of H.O. AJ's National Raceways, a division of Twinn-K of Indianapolis, Indiana which helped pioneer the silastic tire, now has something impressive for the tiny scale. AJ's Speed Kit for H.O. scale model cars (catalogue number 110 SK) is a real winner. Packaged in cellophane and selling for a very reasonable \$1.25, the Speed Kit comes complete with a pair of super-concentric .080 thread wheels, with AJ's own Sil-I-Kone slicks, two brass axle jamb nuts, and an .080 thread axle with flanges for all H.O. gears.

The kit will fit any H.O. car with the mere enlarging of the wheel wells. So I decided to try it on my favorite car, an Aurora Cobra Coupe. Before installing the set-up, I first changed to the Hop-up kit gear ratio for maximum speed. I also drilled and polished all of the gears with a Moto-tool to reduce friction and weight (but this step is not mandatory). The new axle and gear were then installed on the rear axle carriage, checking for proper mesh. Next, the slicks were mounted and tightened in the correct position. Finally, a piece of 500 grit sandpaper was used to take the inside rib off the tire. Ready-to-run, the performance was greatly improved by the fantastic traction and close machine tolerances on wheels and tires.

For even better performance you can also use a speed kit on the front end, but this time with stock tires on AJ's rims for a more realistic appearance. Now all we need are aluminum gears and clear plastic bodies!



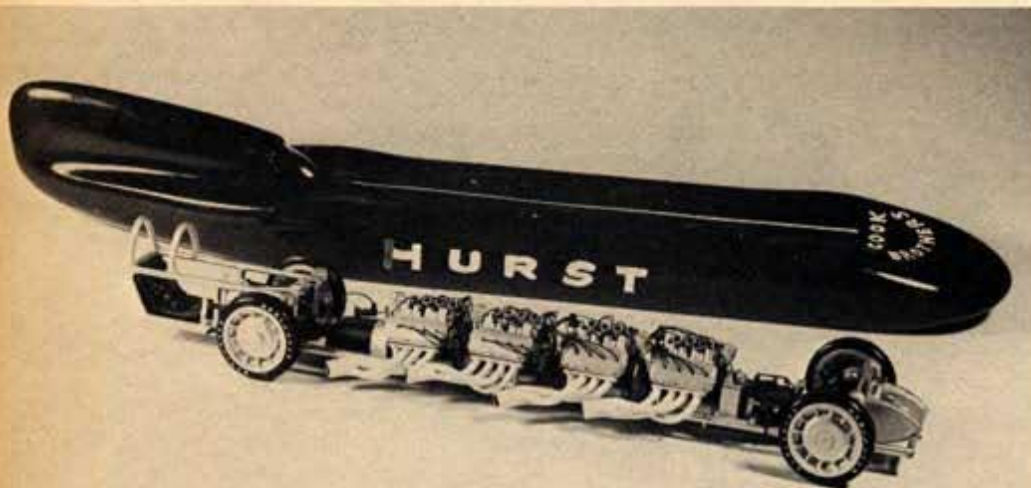
In the Radical Class, Tony Camarca, Oak Park, Mich., took top honors at Detroit. The GT-type body was hand formed from aluminum. As for working goodies, you name them, it's got them.



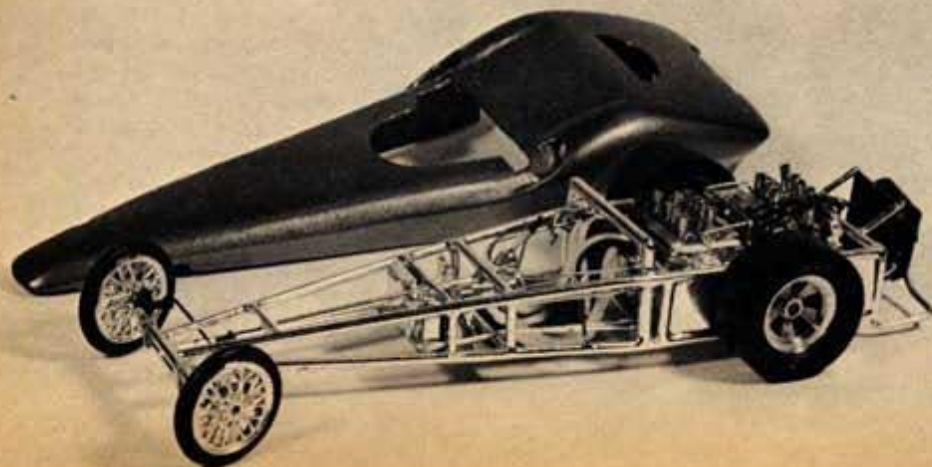
Keith Shafer, Tonawanna, N.Y., who was a runner up in last month's MCS contest, took first in the Radical Class at Buffalo. We knew you'd make it all the time, Keith, ol' fella. Honest!

Boss Buggy Roundup

MORE GREAT CARS FROM THE REVELL-TESTOR SHOW CIRCUIT



Tom Cook, of Webster, Missouri, took first place in the Competition Class at the St. Louis semi-finals. The body was hand-fashioned from fiberglass, while four ball point pen springs provide a floating action suspension for the chassis.



It's been one eye-lid-puckering-time as the Revell-Testor judges spent the last many months seeking out the nation's best built model cars. Happily for the road-weary experts, the show is just about over. As you read this, the Championship Finals of the International Model Car Customizing Contest should be near the wrapping-up stage in Washington, D.C. And with a careful look-see at the last buggy, all of the judges will agree on at least one uncontested point: while slot racing may be making all the noise, the wild art of model building is getting bigger and better every year.

As several examples of how sophisticatedly detailed cars are getting nowadays, cast a critical glance over these latest championship challengers. They're a sampling of the cars that fought it out at the Detroit and Buffalo semi-finals. Each is in the running for the '66 Buick Gran Sport Convertible offered as first prize at the Washington show. Kinda nice, huh? If your car didn't make the grade, at least you know that you were up against some pretty stiff competition. And there's always the next time around. But, if you didn't bother to try, then that's just tough, fella, tough! Go back to your workshop and eat your heart out, 'cause you just missed the best chance a master modeler ever had to really strut his stuff!

At the Detroit show, best Competition award went to this scratch-built machine from Ron Gray, of Ypsilanti, Mich. The all steel chassis was chrome plated and featured working steering.



The Detroit Best Paint title went home to Bloomfield, Mich., with Jan Bergel, who used a fade-away finish of green and gold. His Vette, incidentally, almost took the Competition title too.



As for the Competition title at Buffalo, it went with this Willys (circa '41), from Carl LoBue, who is also a Buffalonian. The fine detailing is obvious, the art work was done by hand.



In Buffalo, the Mild title went to Bill York, from Niagara Falls, N.Y., who took it with this sanitary '34 Ford Coupe, finished in cool candy blue.

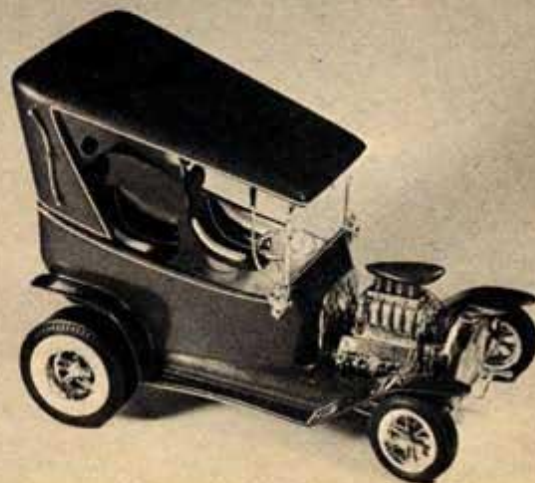


The Buffalo Best Paint award went to this dechromed Chevy, from Paul Iannello, who happens to live in that city. The finish is a dark red lacquer, worked to a high gloss.

Beating out 290 other entries in the same class, Kim Haibierre, from Detroit, took the Mild title at that city's show, with this detail-packed-panel.



At the St. Louis show, which drew 20,000 viewers, Larry Smith, of Welleston, Mo., copped the Mild title, with this '29 "T" powered by a blown, injected chevy mill.



Here's what you need to make up our "economy track terror": a 49¢ Aurora static model, Monogram's SR-1603 Tiger chassis and their Mabuchi Tiger X-100 motor.

Cut-rate CARRERA

HOW TO BUILD A BUDGET CAR THAT HAS ENOUGH "BEANS" TO SNAG THE LAP RECORD!

By Ben Duffy

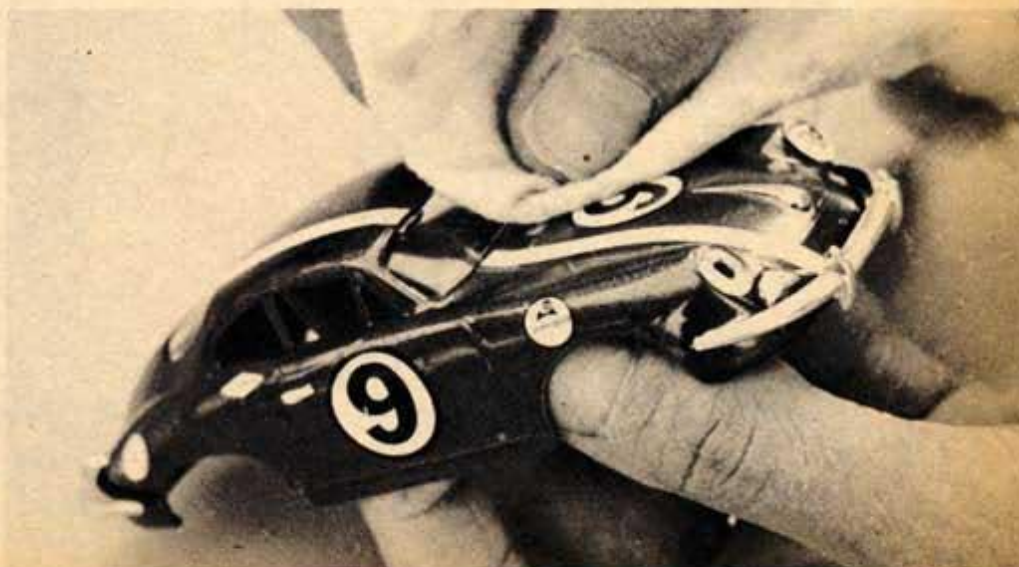
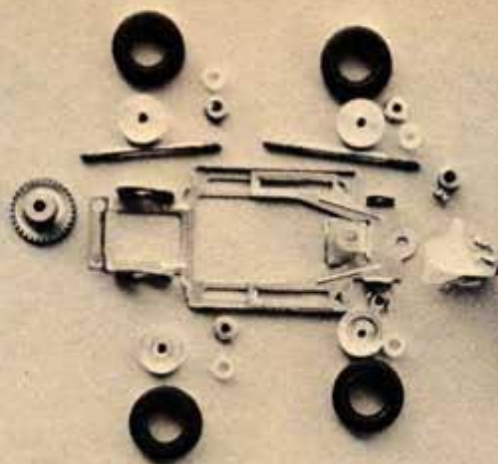
That's right! I wouldn't "put you on" bitty buddy! You can build a car with economy in mind, and still gather in that lap record! Many people automatically equate that long rectangular green stuff with fast cars. It's just not always so! You can build a darn fast, good looking car for a very few bucks! And I'm going to prove it to you!

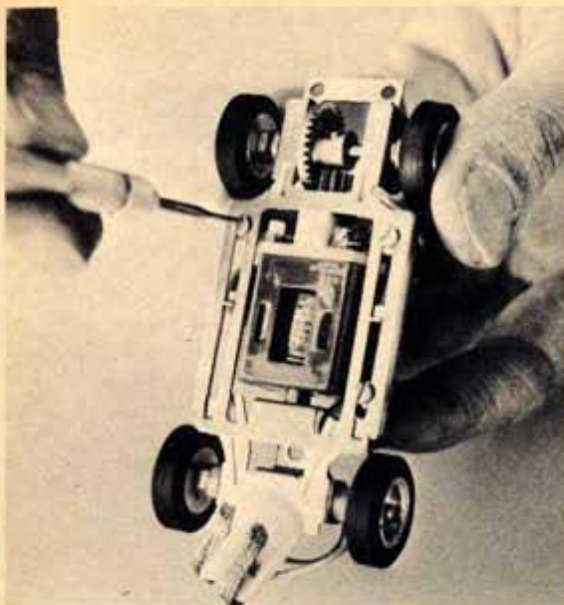
If you want to build a car without spending a fortune, you'll have to use your head. Shop for bargains. There are plenty around! I ran across a dime store

The only change necessary to convert the Porsche Carrera is to cut the front panel from the belly pan. Glue it in place and assemble rest of the body.

goodie the other day that tickled me pink! I spied an Aurora 1/32 scale static model for only 49¢ that really turned me on! A Porsche Carrera coupe! Injection molded, no less. You can't even find a body kit of that car on the market in the slot racing field! And it's a gorgeous car!

O.K. 49¢ for a body kit that lacks nothing for detail. Clean the body up a bit with the edge of an X-Acto knife and glue it together. When it's thoroughly dry, sand the entire shell and primer it. When the primer is dry, sand the shell almost down to the bare plastic again and take a good look at it. Satisfied?





Modify the frame as shown in drawing A. Assemble the chassis and mount the motor, adjusting the wheelbase and tread to fit the body.



Glue wood blocks inside the body and screw the frame to the blocks. And there she is! Even as a "stocker," she's a screamer!

O.K. Wash it in warm water and let it air dry.

All you need from the static model kit is the body shell proper, plus the little knick-knacks such as bumpers, mirrors, and other trivia. Spray the shell your favorite color, following the procedures we've outlined so many times in the past. When the final coat has dried for at least three or four days, rub the finish out with rubbing compound or regular car wax. Paint the trim work with a #00 or #000 fine pointed brush, and apply the decals.

That takes care of the body for awhile. It's a pretty small body shell, so we'll need a small chassis to go under it. Monogram's SR 1603 chassis, combined with their X-100 motor, seems a good choice.

The frame must be modified slightly, as shown in drawing "A", to allow the wheelbase to come down small enough. It's an extremely simple operation.

The tires should be glued and positioned squarely on the rims, of course, then sanded perfectly round after they dry. Set the wheelbase and tread of the chassis to match the body kit. Use Loctite on all nuts and screws throughout the chassis.

Mount wood blocks inside the body shell, one at the front and one at the back. Secure the chassis to these blocks with screws. It's simply a process of "cut and try" with the wood blocks, until you get them exactly the right height so the body looks good over the frame.

This lightweight really gets out and scats! Later on you can add ball bearings and rewind the motor after you've

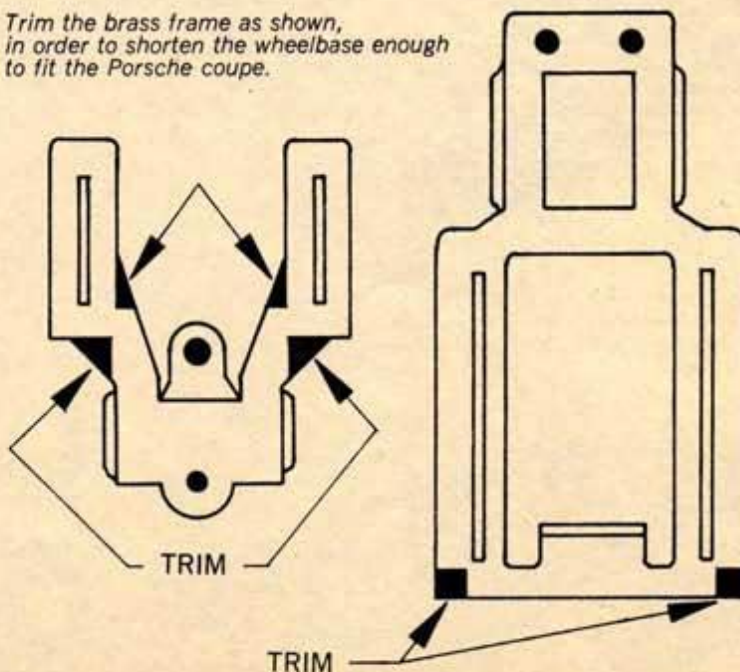
saved a few dollars. From there on, the sky's the limit! The main thing is to get your "stocker" running smoothly before you begin any modifications.

Your Porsche Carrera will not look like a dozen others running on your local track. You'll get a real thrill out of driving a "one of a kind" car. And she has enough "beans" to snag that lap record too!

DRAWING "A"

MONOGRAM FRAME (PART OF CHASSIS #SR 1603)

Trim the brass frame as shown, in order to shorten the wheelbase enough to fit the Porsche coupe.



Having primed, sanded, and painted the body, let the finish cure for a few days and then rub down with body wax. Then paint the fine details and apply decals. A driver can be mounted on a post card and glue in position.

TAKE TWO CLEAR PLASTIC BODIES, ADD SOME QUALITY DETAIL, SLAP THEM ON THE SLIMMEST, TRIMEST RUNNING GEAR, AND YOU CAN JUST ABOUT FLY!

BY CHRIS CHAN

Monogram has finally decided that the kit car should go on a diet. Obesity, long the nemesis of the build-it-yourself slot crowd, has been almost completely eliminated in their latest set-up. As most hot thumbs know, weight does little but slow down your acceleration, hinder your braking, and overtax your motor. Packed into a big white kit and selling for \$10.00, Monogram's new two-in-one series is starting a great trend in slot racing.

The first of the series gives you TWO beautifully painted bodies for double the fun. Coming in striking metallic green is the race winning Lola T70 for all you class 9 honchos, and for the high speed Gran Turismo types is the absolutely monstrous Cobra 427, in Cobra

MONOGRAM GOES LIGHTWEIGHT

blue of course. Both have snug fitting mounting brackets using self-tapping screws. The nice thing about this pair is that their full size prototypes run in two entirely different classes and one is powered by Chevy, the other by Ford. Both are also easily and quickly interchangeable. Also slated for release are the Ford G.T. with the 330P2 Ferrari. At last Monogram detail in a clear plastic body!

Chosen for the power was Monogram's version of the Mabuchi FT-36D, dubbed the Tiger Super X220. It packs all the power and torque you'll ever need. Monogram's newest lightweight brass chassis is another well designed component of their set. Light, easy to assemble, rigid, and simple, the adjustable front end of the chassis houses a slot racing first by Monogram, the adjustable drop pick-up. Providing constant

contact with the track at all times, the spring tension can be altered to fit both driver and track. The rear axle-bearing-holder fits snugly and positively to the aft of the motor by means of a steel circlip. For top traction, Monogram has also included their soft-sponge Tiger slicks. Glued, trued, and sanded properly, they work very nicely on almost any track surface.

Using just a razor knife and Monogram's all-purpose wrench-screwdriver, all parts went together neatly and snugly in under half an hour. When finished the car was trimmed with paint and the decals supplied in the kit. For the driver's uniform, we used a flat light blue, while the helmet got a coat of white. We used the Cobra Coupe body because of the thousands of Lolas running around Los Angeles and the fact that I think that it's just simply out of sight!

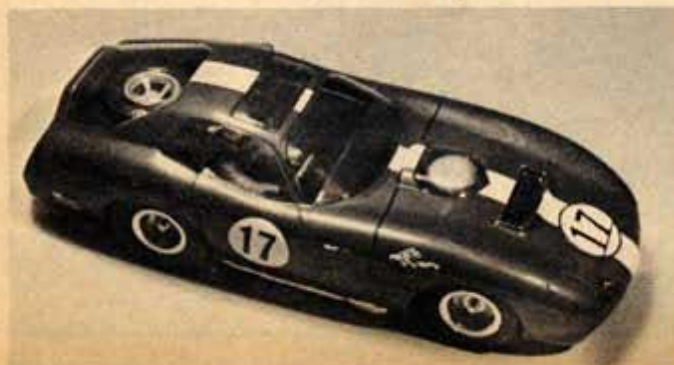
The completed car was test run on a dynamometer at almost 50 feet per second, so we felt it was ready for a short track test. Once out on the track the car performed well but the pick-up didn't go too far into the slot. A quick remedy was a small piece of piano wire soldered to the bottom side of the chassis as a limit. With the limit installed the performance was improved greatly and the handling was up to par with any car in its class!

While offering two pre-painted bodies, with their newest line of kits, Monogram has also seen fit to run them with a new light brass chassis that does wonders for a slot charger's weight problem.

At long last, Monogram detail in a clear plastic body. Also available, as a two-for-one, is the Ford G.T. and the 330P2 Ferrari.

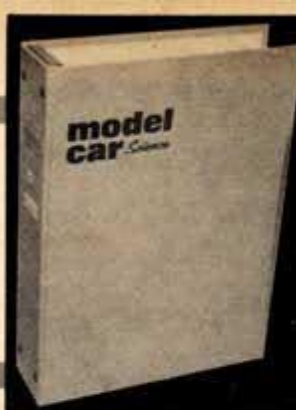


The best looking car in Monogram's new two-for-one series is this absolutely monstrous Cobra 427. With a quick twist of a wrench, however, the frame adapts to carry a delicious looking Lola.



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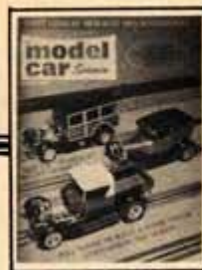
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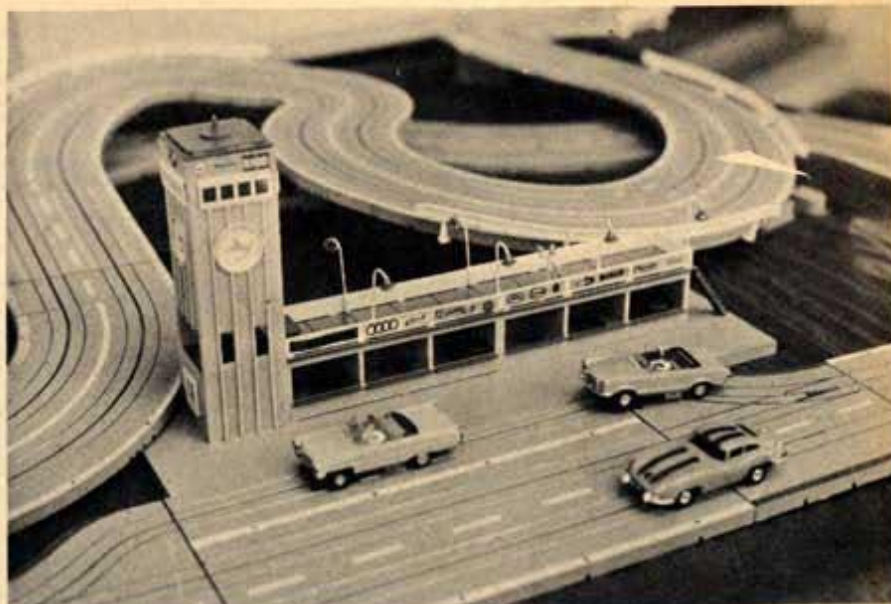
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On any racing circuit, the pit is the center of the off-track action. The Faller kit, shown here (Number 4904) is an authentic replica of one of the best found in Europe, and features a "Conti Tower."

DRESSING UP THE H.O. SCENE

By GEORGE SIPOSS

If you expect to open your HO racing set, race a little and then forget it ... give up now while it's not too late. I tried it and found that the magic of miniature car racing "got me" as soon as I started dressing up the race track. Yes sir, the hobby got me hooked but good. The first gasps of my friends when they saw my layout flattered me no end, and I "got the bug" so bad that I find it hard to stop building. Here's why.

One of the largest manufacturers of HO equipment, Faller Brothers (in Germany), has such a fantastic variety of accessories that there is just nothing unavailable now ... if you are willing to put a little effort into putting it on your track. A few minutes spent on assembling the parts will pay for itself many times by improving the looks of your layout.

First of all, let's look at the buildings. Faller makes a complete line (restaurants,

first aid huts, etc.) but the most important building on a racing circuit is always the pit. Here is where cars are repaired, here the timekeepers sit, and usually the officials are present. The Faller Pit Building (Part Number 4904) is an authentic replica of a famous European track building. It is "sponsored" by Continental, which means that the Continental Rubber Co. paid for the building simply for the privilege of having their advertising displayed on its walls. The "Conti Tower," as Faller calls it, takes about a half hour to assemble. It has doors, windows, a stairway, lights, desks, work benches and a full set of decals.

Probably no other building is as famous on the racing scene as the triangular Dunlop tower. Faller makes one

Continued on page 60

To duplicate the famous Nurburgring race course, you can get this Dunlop tower from Faller (Number 4902). Plant it inside the first turn.





The Dunlop tower takes no more than 30 minutes to come together. You get a score board, flag, posters, and signs in three languages.



You can't have a good course without some sort of landscaping. Here (Number 320), Faller gives you a forest in a hurry.



If you've got a green thumb (or even if you haven't) and would rather build your own forest, Faller has a kit that lets you go that way too. With this 'poor man's nursery' (Number 317), all it takes is a pair of tweezers and a touch of cement.

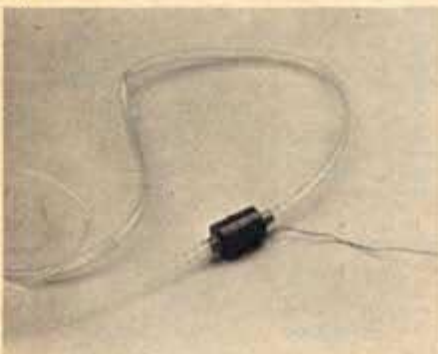


(Part No. 4902) and I just *had* to have it on my track. With the aid of a pair of tweezers and a tube of Testor's Cement for Plastic Models, it took me about 30 minutes to transform the various pieces of plastic into a great little official's tower. Again a full set of decals was supplied in the kit. The decals even included signs in three languages (to preserve the international atmosphere), a score board (to show the position and lap times of the racers), a flag, and other advertising posters. This tower is located inside the first turn of my track, similar to the famous Nurburgring race course.

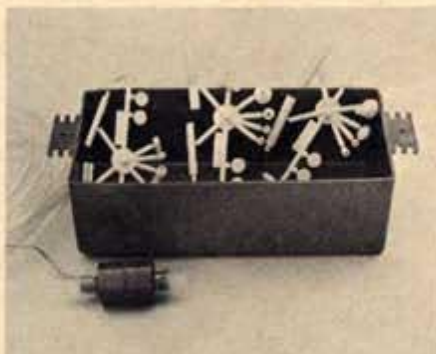
Trees are always a problem to make. However, they are a very essential part of the countryside. So . . . here comes Faller to the rescue again. You can get an assortment of evergreen trees under Part Number 320 or, if you feel energetic, you can get a kit of "You-build-em" pine trees, Part No. 317. These kits are a snap to put together since they are pre-molded and a drop or two of Testor's cement will hold them together.

And now, for the most realistic accessory to any layout: waterfall and bubbling brook. I mean *real* water. Many people have tried lakes and pools on their layouts, but moving water is much more realistic. Faller produces a little gem of a pump which is simply plugged into their transformer and pumps water from a small tank under your layout to the top of a hill or mountain. Man, you ain't seen realism until you have seen a waterfall!

If you're interested, we'll work up an article on my layout which will show you how to build a waterfall. Meantime, inquire about Faller products for HO sets, they are distributed by the Merzbach Company in New York. Your neighborhood dealer should be able to help. If you have any questions concerning HO scenery, just drop us a line and we'll do our best to answer them.



The absolute ultimate in scenery on any scale track is a working waterfall. And again, Faller's got one (Number 626). In one kit, you get a water pump (for 8 to 16 volts), tubing, tank, jets, couplings, and tees. Everything needed to start a wicked flood.



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anyone in any scale!
Lots of **CHROME!**

At your favorite hobby counter

PYRO PLASTICS CORPORATION
PYRO PARK, UNION, NEW JERSEY



'32 PIERCE ARROW SPORTS PHAETON

79¢ each



'30 PACKARD BOAT-TAIL
ROADSTER



'32 LINCOLN K.B. DUAL COWL PHAETON

**1/32
SCALE**

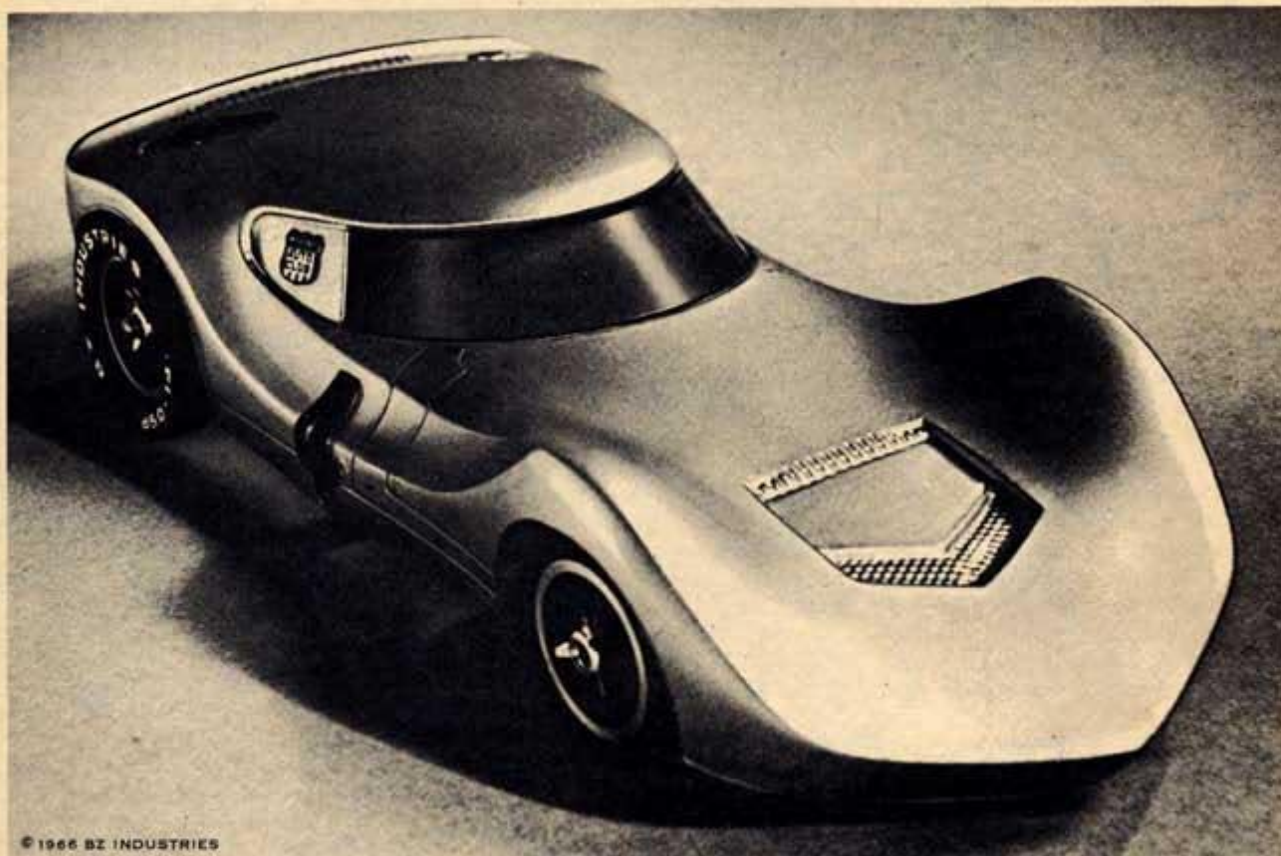
© 1965



'31 CADILLAC SPORTS PHAETON

PYRO

This car performs even better than it looks (If That Is Possible)



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BZ BANSHEE®

Lowest profile in slot-racing, created by automotive designer John Power.

- Features: BZ—1000, 9-volt motor □ extra-rugged sidewinder Banshee chrome plated chassis
□ race-proven Weldun gears □ black mag-type wheels with 3-prong knock-off hubs
□ factory-painted in 5 brilliant colors: Gold, Metallic Green, Red, White, Black with 3 decal numbers
□ complete with clear-view trophy case . . . 14.95

WIN WITH BZ

BZ INDUSTRIES (formerly American Line Products) 1234 Franklin Avenue, El Segundo, California Phone (213) 772-4434

The Sounds of Racing

THE OFTEN FORGOTTEN EXTRA
THAT MAKES FOR ULTRA REALISM



BY GEORGE SIPOSS

There is nothing, absolutely nothing, surer to make a motor racing fan's heart beat faster than the sound of high power engines. Yet, this most important aspect is almost completely forgotten in slot racing. How come?

The real engine sounds can only be reproduced by phonograph or tape recordings. We know of several people who carry a tape recorder to sports car and stock car races. When at home, they play back the sounds while their slot

cars circulate around the miniature track. But what does the average slot racer do? The answer lies in Hi-Fi. There are several commercial companies that produce records, both monaural and stereophonic, which can be bought inexpensively and will add immense realism to your slot races.

Mobile Fidelity Records produced the recording of "Dan Gurney and His World of Racing." Their address is P.O. Box 336, Burbank, Calif. Another West Coast outfit, "Cycle World," at 745 West 3rd Street, Long Beach, Calif., has recordings of LeMans, the European Grand Prix, the Isle of Man TT, British Drag Racing, and other famous races. In Canada, Instantaneous Recording Service, 40 Lombard Street, Toronto, Ontario, features very high quality recordings which faithfully reproduce even the most minute differences between an eight-cylinder and a 12-cylinder Ferrari engine.

Strombecker, of slot racing fame, has a 33 1/3 speed record called "Sounds of Road Racing." Each side lasts about eight minutes. The record describes the start of the races and the sounds at Elkhart Lake, and Sebring. The cost is a mere 50 cents, so anyone should be able to afford it.

The large size records of Hi-Fi quality

usually sell for around \$4.95, but I have seen several "specials" at drug and department stores for 99 cents. Just shop around for the right buy. You'll be able to fill in the missing dimension for the ultimate in racing realism.

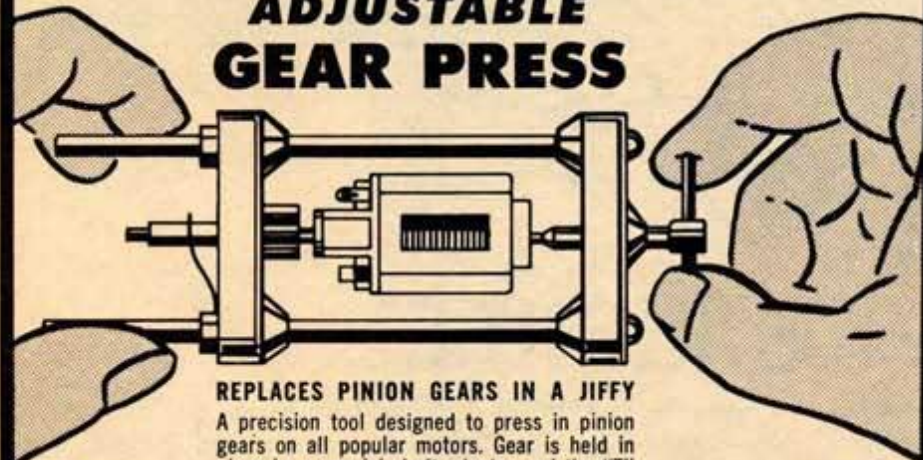


Listen to your cars tear around the track. Can you hear something that isn't there. Sure, it's the sound of racing. To fill in that void, get one of many albums available that are packed with growlin' gears and roarin' wheels.



What race would be a race without the sounds of Dan Gurney's cars. And to really shake up the neighbors, wire in an extra speaker.

ADJUSTABLE GEAR PRESS



REPLACES PINION GEARS IN A JIFFY

A precision tool designed to press in pinion gears on all popular motors. Gear is held in place by a special shaft adapter and the "T" handle screw has a recessed end to minimize the chance of bending motor shaft. A must tool for the serious car modeler.

MODEL #1214 only **\$198** at dealers everywhere.

K & B MANUFACTURING Div. of Aurora Plastics Corp., Downey, Calif.



aj's NATIONAL RACEWAYS ...the winning line of wheels and slicks that has made slot racing history

wheels and slicks for every racing need

aj's National Raceways full line gives you a choice of wheels and slicks for every type of track, every kind of race, and every type of motor. A choice that assures you of winning performance every time! No matter what your need may be, you can satisfy it with wheels and slicks from aj's Raceways.

MADE IN INDIANAPOLIS

"The Racing Capital of the World"
— to the closest tolerances
in the business.

TK 723S
(stripper)
1 1/4" x 1/2" White
\$3.00 pair

TK 1003SS
Super soft
1 1/4" x 1/2" Black
\$2.50 pair

TK 903SS
Super soft
1 1/4" x 1/2" White
\$2.50 pair

TK 823S
(stripper)
Soft
1 1/4" x 1/2" Black
\$3.00 pair

TK 602
Medium soft
1 1/4" x 1/2" Black
\$2.00 pair

TK 812SS
Super Soft
1 1/4" x 1/2" Black
\$3.00 pair

TK 612SS
Super soft
1 1/4" x 1/2" Black
\$2.00 pair

TK 802
Medium soft
1 1/4" x 1/2" Black
\$3.00 pair

TK 712SS
Super soft
1 1/4" x 1/2" White
\$3.00 pair

TK 702
Medium soft
1 1/4" x 1/2" White
\$3.00 pair

TK 601
(outlaw)
Medium soft
1" x 1/2" Black
\$1.89 pair

TK 600
Medium soft
7/8" x 3/4" Black
\$1.79 pair

TK 622
Super soft
(white sidewall)
1 1/4" x 1/2" Black
\$2.59 pair

... Available at your dealer or write to:

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TK 600SS
Super soft
7/8" x 3/4" Black
\$1.79 pair



TABLE TOP



PHOTO CONTEST

THIS MONTH'S
PHOTO CONTEST
WINNER IS

WILLIS TREADWELL
2327 - 3rd Street
Dalton, Georgia

Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.

IT'S HERE!



It's here! The 1956/57 Corvette! The kit you've been screaming for! And this baby is the kit of kits! Look at the ways you can go! Count 'em! '56 or '57 stock, modified sports car, Bonneville record-breaker, custom, road racer, rally car, or stock drag! Three engine options! Convertible or hardtop! Driver! Working suspension! Three wheel options! I could go on and on! This is the capital of Vettesville! Need I say more?

Budd Anderson



AND TWO MORE HOT ONES!

1966 DODGE CHARGER FASTBACK—The newest of the '66's. And only MPC has it! And with 6 ways to build: Stock, NASCAR racer, secret agent car custom, drag... or it can be used as a slot racing body. And it's got the big 426 Hemi engine!

1966 PONTIAC GTO CONVERTIBLE—Notice: Only MPC offers the 1966 GTO... and this kit is loaded! 4 ways to build! Stock, custom, drag, plus a special match car that has the driver in the rear and the big supercharged 480 hp in the front seat. A wild, wild car... a wild, wild value!

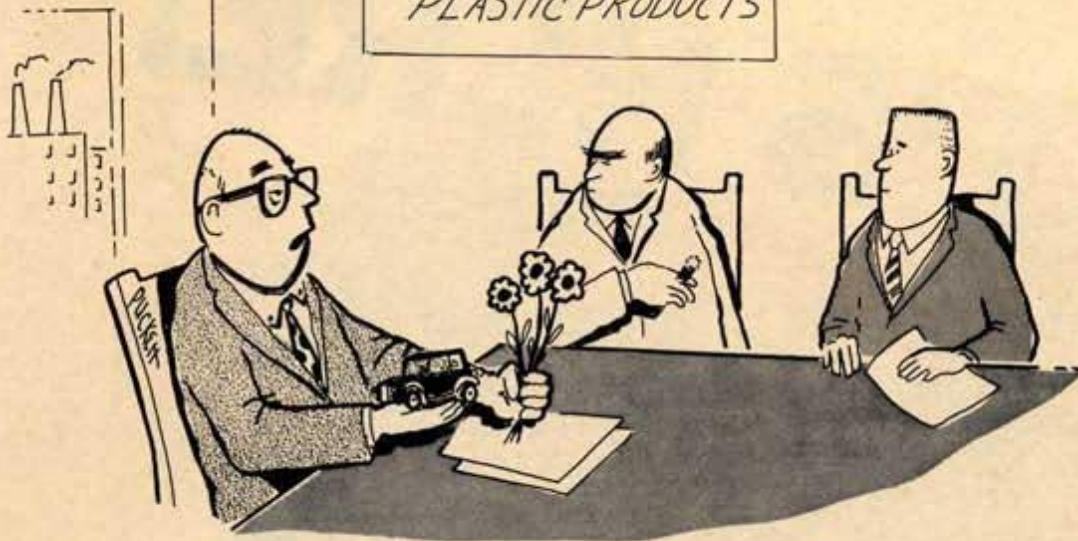


MPC MODEL KIT
PRODUCTS
CORPORATION

MOUNT CLEMENS, MICHIGAN

HOW'S YOUR GANGBUSTERS COLLECTION? Gangbusters... the red hot series that offers a get-away, police pursuit and classic car version in every kit! Look for them: '27 Lincoln Roadster, '28 Lincoln Sport Touring, '32 Chrysler Sedan and '32 Chevrolet Cabriolet/Panel!

SMEDLEY
PLASTIC PRODUCTS



"As I see it, gentlemen, it's a question of values. Do we continue to beautify America, or get in on a good thing and make a mountain of cool cash?"

Out Of Control

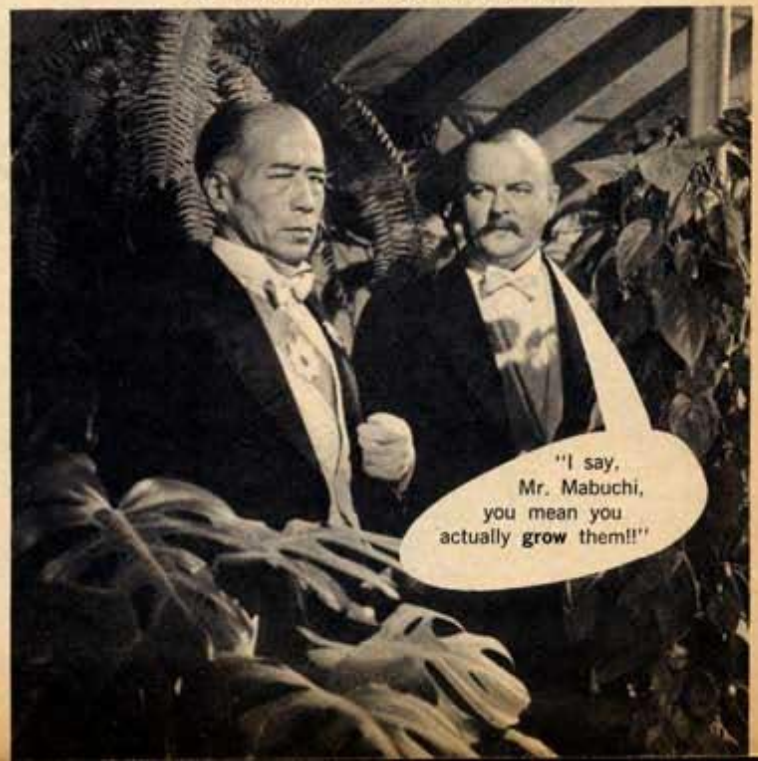
A LIGHTER LOOK
AT THE WACKY WORLD
OF SLOT RACING



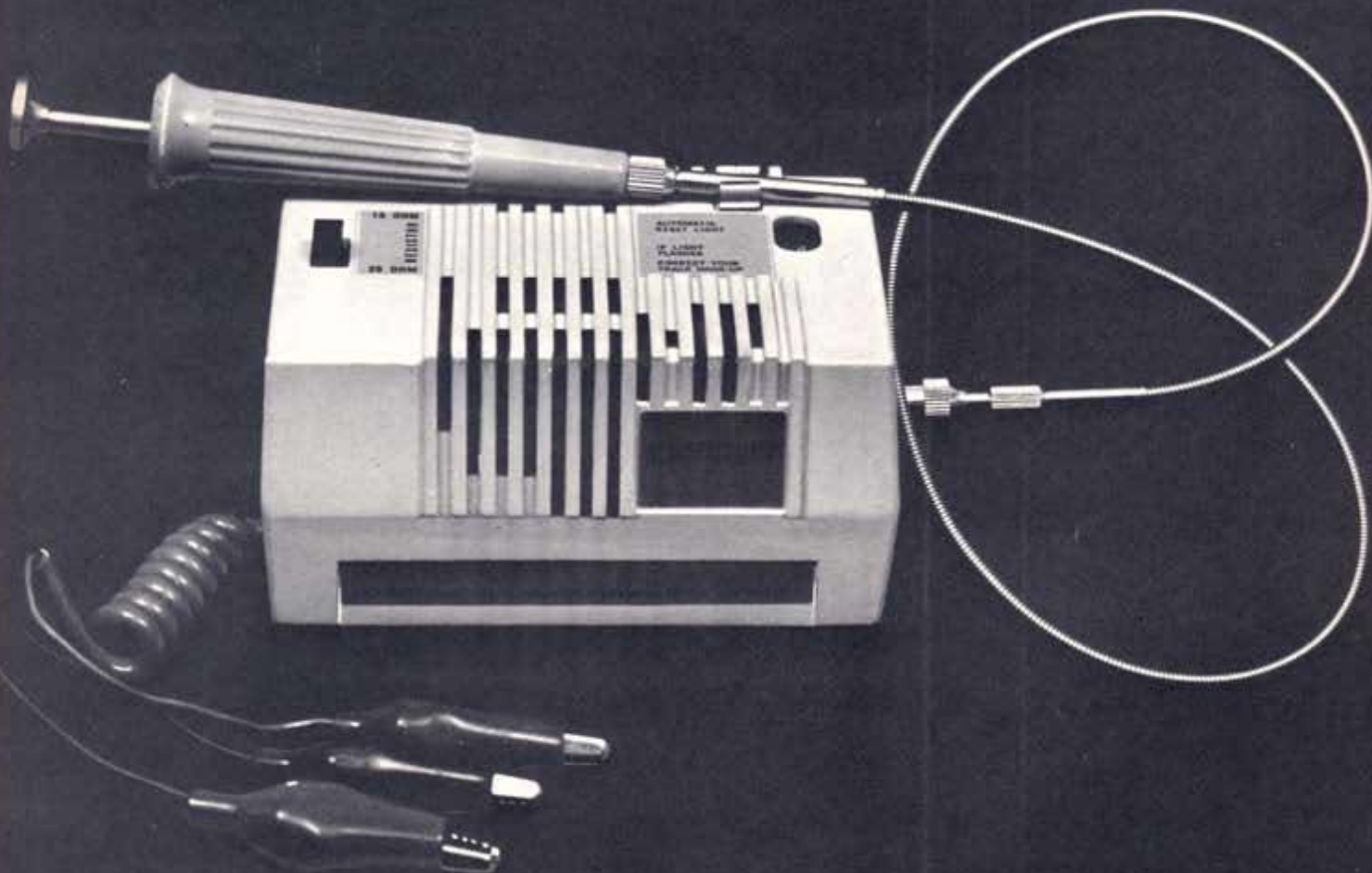
"Oh! Too bad, I'll go get it for you . . ."



"It'll never make the concours, fella. The face is too stupid to be real!"



"I say, Mr. Mabuchi, you mean you actually grow them!!"



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Thumb the fastest ride of your life

THE CLASSIC DUAL CONTROLLER* IS DESIGNED TO ADD POSITIVE POWER TO THE BUILT-IN SPEED OF SLOT CAR RACING.

*A CLASSIC TRADEMARK

The dual controller is a 2 in 1 slot race car power control unit available in either 15 and 25 or 8 and 15 ohm ceramic core resistors.

The power unit has a two position resistor conversion switch for instant power selection.

A visible automatic thermal protected circuit breaker warning light flashes when the track hook-up is improperly connected.

A cool, slim, separate control handle fits comfortably in your hand.

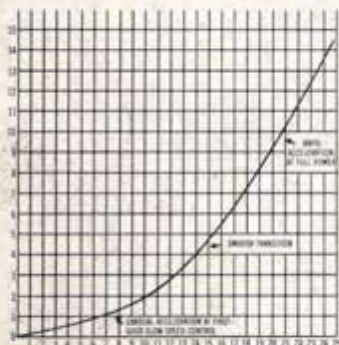
Flexible chrome plated steel connecting control cable for instant power response.

Only the finest become Classic



CLASSIC INDUSTRIES INC. 3962 LANDMARK STREET, CULVER CITY, CALIFORNIA

First!



FIRST CONTROLLER to bring complete driving control to model racing was the COX Mark 3! This total control was carried over into the 15 OHM Mark 4. The diagram at the left shows the smooth steady Mark 4 acceleration — from slow speed all the way to full power. Below, some of the features of COX controller design (patent pending) are discussed. Note the length of the plunger, affording continuous control for the full length of the shaft. The distinctive “cramp-free” pistol grip also contributes to better control. Constant research keeps these controllers first in performance—and value. Mark 3 (\$6.98)—Mark 4 (\$7.98).



Finned plunger (exclusive) for extra heat dissipation, with “cool comfort” plunger button (exclusive).

Pistol grip for smart looks and cramp-free operation. Insuring steady driver pressure. Now widely copied.

Dynamic braking. An indispensable feature. Made famous in the Mark 3, included in the Mark 4.

Fuse wire burnout protection. Even if preoccupied, driver can't hurt the resistor cartridge when attaching clips.

Silver impregnated brush. Typical of the quality features that make for steady (as opposed to erratic) race driving!

Fine high temperature wire on the 15 OHM quality resistor cartridge is “size-stepped” for greater dependability and long life. Check it and see. A COX exclusive!

Vented hi-impact case is coolest made!

Color coded cable of finest multi-strand wire with three large alligator clips including color coded brake clip.

Flexible cord protector. COX exclusive!